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SKETCH BOOK  
OF  
PORTSMOUTH, VA.  
ITS  
PEOPLE AND ITS TRADE.

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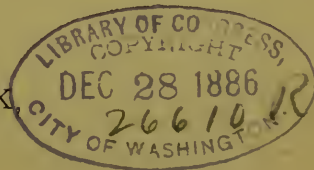
ILLUSTRATED  
FROM PHOTOGRAPHS BY A. M. TURNER, PORTSMOUTH.

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BY THE AUTHOR OF  
"HISTORICAL AND INDUSTRIAL GUIDE TO PETERSBURG, VA."  
"SKETCH BOOK OF DANVILLE, VA.; ITS MANUFACTURES  
AND COMMERCE;" "SKETCH BOOK OF SUFFOLK, VA.;  
ITS PEOPLE AND ITS TRADE," ETC., ETC.

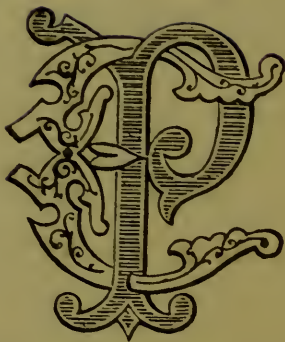
*Edward Pollock*

PORTSMOUTH, VA.  
EDWARD POLLOCK,  
1886.



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# Preface

*In presenting this volume to the public, I am fully conscious of its many shortcomings. It possesses, however, one conspicuous merit, namely its fidelity to fact—so far as my best endeavors, assisted by the several Committees of the Board of Trade, and others, have been successful in ascertaining it.*

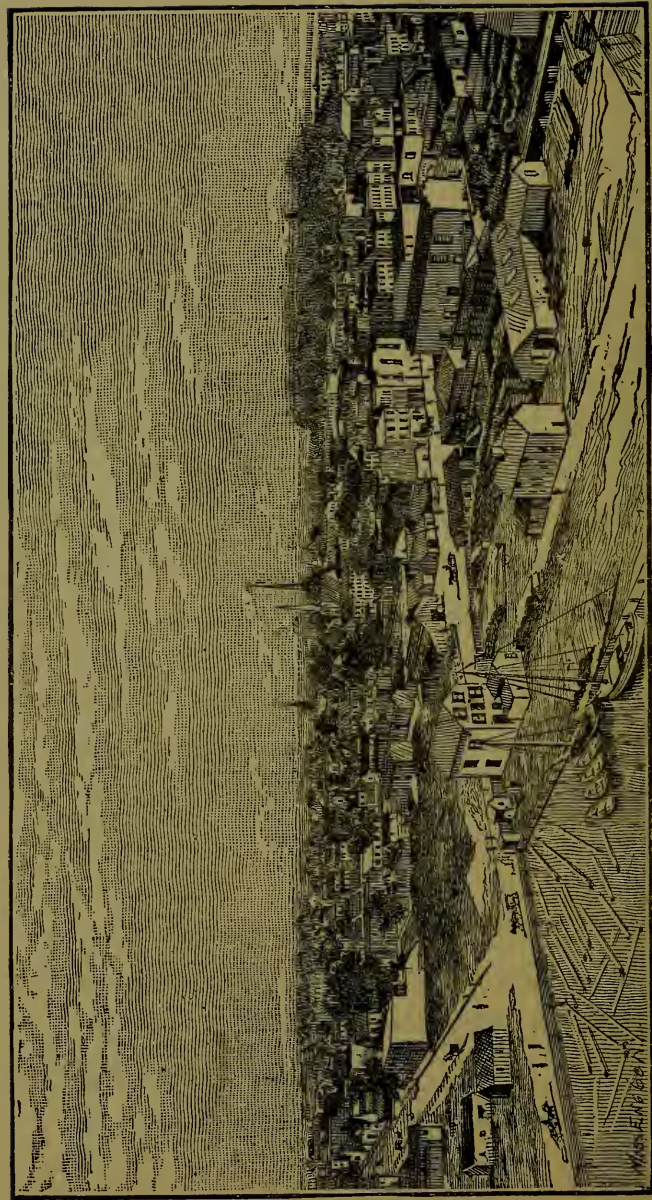
*The object of the work is to present to the outside world a fragmentary narrative of such events as, from time to time, have concurred in framing Portsmouth's noble history; setting forth those peculiar advantages which she now offers to those who have either capital or talent to invest, and corroborating its statements with statistics taken from the official records.*

*To the members of the City Council and Board of Trade, as also to the City and County officials and all other coadjutors who have given me their aid—whether in the form of counsel, encouragement or material support—I now tender my sincere thanks.*

*It is my earnest hope that this humble effort may prove instrumental in advancing the social and commercial interests of Portsmouth and her esteemed people.*

EDWARD POLLOCK.

Portsmouth, Va., December 1st, 1886.



BIRDS-EYE VIEW OF PORTSMOUTH (LOOKING N. W. FROM G. ARMSTRONG & SON'S SAW MILL).

# PORTSMOUTH

1886

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## **DESCRIPTIVE.**

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### INTRODUCTORY.

THE CITY OF PORTSMOUTH, a port of entry, lies in Norfolk County, Virginia, of which it is the Seat of Justice. It is conveniently and picturesquely situated on the western shore of the Elizabeth River, at the point where the Southern Branch empties itself into the Harbor. It is bounded on the North by Swimming Point Creek and the suburban village of Lincolnville; on the East by the Elizabeth River; on the South by the United States Navy Yard; and on the West by the open country. The area within its corporate limits is about six hundred and fifty acres, and its population about 12,000, of whom two thirds are white and the remainder colored. Including the suburbs immediately adjoining its boundaries, the population of Portsmouth is estimated at nearly 16,000 souls.

Across the Elizabeth River, and directly opposite the northern portion of the town, lies the City of Norfolk, at a distance of three-quarters of a mile. Opposite the central and southern portions, lies the busy village of Berkley, on the point

of land formed by the confluence of the Southern and Eastern Branches. The social and business intercourse existing between the SISTER CITIES, and the intermediate Village of Berkley, is most intimate, and is maintained by steam ferry-boats, which ply continuously during the day and up to midnight, after which hour "foot-boats" can be procured at any of the wharves at either side of the river until 5 a. m., when the ferry service is resumed.

Fort Woods, a remnant of the original pine forest that once clothed this whole district, and the extensive ornamental grounds surrounding the U. S. Naval Hospital, are situated about two hundred yards to the northward of the City limits. This is the property of the Federal Government, and is a favorite resort of all classes of citizens, answering all the purposes, but without cost to the municipality, of a beautiful public park, surrounded on three sides by a substantial sea-wall which is washed, at high tide, by the miniature waves of the Harbor.

Portsmouth has a deep-water frontage of nearly a mile in length, and the river which flows past its wharves has a natural channel of sufficient depth to float vessels of the very largest class. For accurate information regarding the geography and topography of the City and its environs, reference is made to the map and chart specially prepared for this volume, and both copied from official drawings.

Treating Portsmouth and Norfolk as a common sea-port, it is the terminus of no less than eight railroads, which branch out in all directions and afford easy communication with the most remote parts of the country; eleven steamship and steamboat lines, giving access to all ports on the Atlantic seaboard



and to foreign markets; and two canals, which connect this harbor with the great Sounds of Eastern Virginia and North Carolina, and the whole system of internal navigation

The City of Portsmouth is fair to look upon—fairer than most sea-port towns in this or any country—presenting an air of health, comfort and cleanliness which is well sustained by statistical facts. It comprises Portsmouth proper, Gosport and Newtown, the whole being under the same municipal government. It is regularly laid out in broad, equidistant streets, ranging almost evenly with the cardinal points of the compass. The principal thoroughfares are well paved; the public buildings, churches, stores, warehouses and residences are handsome and well kept; shade-trees of varied foliage line the sidewalks and are planted in rows down the middle of the broader avenues; the streets are well lighted with gas and the principal wharves with electric lights; and its harbor is perhaps the finest and most picturesque on the coast of North America.

“The markets,” says an eminent physician, now deceased, after fifteen years of successful practice in the City, “through the Summer, are abundantly supplied with fruits, vegetables, and fish of various kinds. In no place can these indispensable articles of food be had of better quality, and the prices at which they are sold are so reasonable as to put them within the reach of all. A man must be poor indeed who wants for a sufficiency of good, nutritious food at any season of the year.”

The surrounding country is flat, with rich, deep and very fertile soil, and embraces the great “trucking” area for which this section and seaport have long been famous. Three millions’ worth of fruits, berries, and early vegetables are shipped

annually from our wharves, affording lucrative employment to numbers of laborers in excess of our own resident population, while beyond these cultivated lands, and far away to the southward, stretch those vast forests of pine, oak and juniper, whose enormous and almost inexhaustible products in lumber and naval stores have spread the fame of Virginia to the most distant markets of the world.

In addition to the great trucking and lumber interests, which may be regarded as of a comparatively local character, enormous quantities of cotton reach us during the Fall and Winter, for shipment to the various domestic and foreign points of consumption. Indeed, the advantages enjoyed by this port are so conspicuous that it has become, within the last few years, the second in rank among the cotton-ports of the United States as to its receipts, and the third as to its direct exports.

Above and below the City, tracts of land now under cultivation, with splendid water frontages, offer unsurpassed opportunities for the profitable employment of capital and brains in industrial enterprises of almost any kind, being eminently suited for the easy and inexpensive shipment of products to all points, either by land or water.

With cheap land, low taxes, an equable climate, a central position on the Atlantic seaboard, and removed by only an inconsiderable distance from the very sources whence the great manufacturing interests of the North draw their principal supplies, Portsmouth offers prospects and facilities to the capitalist such as few localities in the United States can justly present, as a careful perusal of this little volume to its end—based, as its statements are, upon official facts and figures exclusively—will fully demonstrate.

## GEOGRAPHICAL

Norfolk County, of which the City of Portsmouth is the County Seat, is about 32 miles in length—running North and South—and has a mean width of 17 miles, thus covering an area



COURT HOUSE AND CLERK'S OFFICE.

of over 500 square miles. It is bounded on the North by the Elizabeth River, Hampton Roads and Lynnhaven Bay; on the East by Princess Anne County; on the West by Nansemond County; and on the South by the boundary line of North Carolina.

Portsmouth, in conjunction with Norfolk, forms the principal sea-port of Virginia. It lies in latitude  $36^{\circ} 50'$  North, and longitude  $76^{\circ} 19'$  West, about 25 miles North of the boundary line of Virginia and North Carolina. Its distance from Boston, by sea, is 600 miles; from New York, by sea, 300; from Philadelphia, by sea, 270; from Washington, by water, 230 and by railroad 190; from Baltimore, 180; from Richmond, by water, 140 and by railroad 106; from Petersburg, 84; from Lynchburg, 202; from the Blue Ridge Mountains, 220; from Wilmington, N. C., 240; from Charleston, S. C., 350; and from the Mississippi River, about 700 miles. It is distant from the Atlantic Ocean 17 miles by land, and 35 by water, and only eight miles from Hampton Roads, which is thus officially described in the United States Coast Survey:

“Hampton Roadstead is formed by the confluence of the James, Nansemond and Elizabeth Rivers, and is bounded on the north by Old Point Comfort and the Hampton shore to Newport's News; on the east by a line drawn from Old Point Comfort Lighthouse to the Rip Raps, and continued to the west end of Willoughby bank; on the south by Willoughby Bay and Seawell's Point Spit; and on the southwest and west by a line drawn from Seawell's Point to Newport's News Point. Between these limits the Roads are about four miles long, with a depth of from four to fifteen fathoms and excellent holding ground. At the eastern boundary the anchorage is three-quarters of a mile wide, and gradually widens towards the southwestward until abreast of the western end of Hampton Bar, where it is a mile and three-eighths wide between the lines of three fathoms.”

Our spacious harbor is always open, is approached by a channel 28 feet deep, and affords ample sea-room for any possible demand upon its capacity. Its position, almost midway between the northern and southern extremities of the Atlantic



seaboard, and its comparative exemption alike from the annual ice-blockades to which the northern harbors are subject, and the reefs and sand-bars common to all the more southern ports, proclaim it at once the great natural outlet for the produce of those sections lying to the South and West of us. Its favorable situation, moreover, has not escaped the attention of practical and intelligent enterprise, and the Genius of Man has developed Nature's liberal provision, by converting this vast maritime station into a great railroad centre also, thus securing rapid and direct transportation to all points, by land or sea. Our many steamboat lines and local railroads give us easy and delightful access to the numerous towns and watering-places on the coast and along the rivers whose waters find egress to the Ocean through the Capes of Virginia.

#### AGRICULTURAL.

The back-country tributary to Portsmouth is liberally watered and its soil exceedingly prolific. Marl underlies much of the land, which is susceptible of the highest cultivation and is easily worked at all seasons of the year. The climate is mild and moist, and all the fruits, vegetables and grains of the United States, with the exception of a few of the semi-tropical fruits, can be grown here successfully and profitably. Along the coast of Eastern Virginia and North Carolina, numerous sounds and inlets, well supplied with fish and oysters, not only afford thorough drainage, but also supply the cheapest and readiest means of transporting products to the point of final shipment.

"Trucking," or market-gardening, is pursued here on a very large scale and with great success. From this immediate

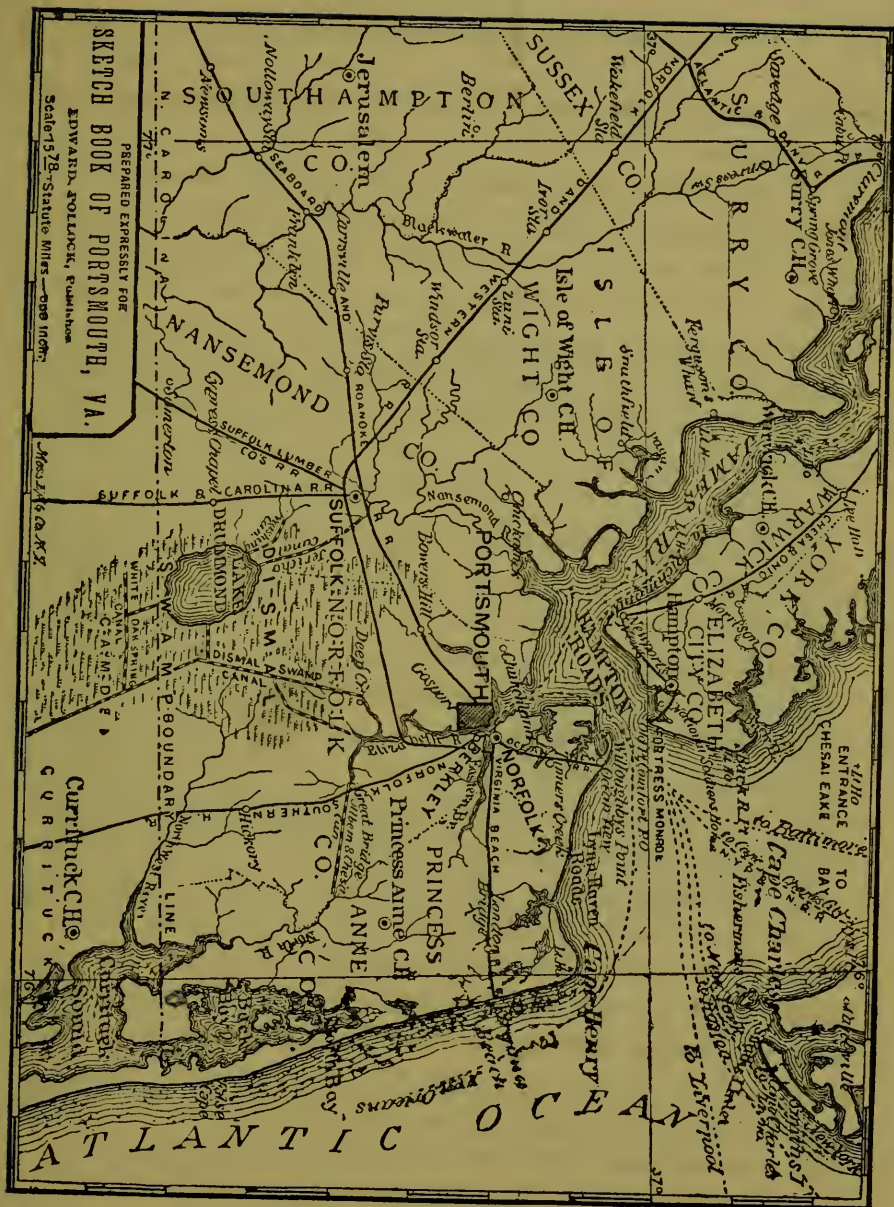
neighborhood—that is, from within a radius of 15 miles—\$3,000,000 worth of farm produce is shipped annually. Immense quantities of early fruits and vegetables are sent to the northern and western markets, where high prices are obtained. Our shipping facilities are so excellent that products can now be laid down in New York 15 hours after leaving our wharves. Vegetation of all kinds is from four to six weeks earlier here than in New Jersey, and our railroads and transportation lines are taxed to their utmost capacity, during the trucking season, in supplying the ever-increasing demand upon our agricultural resources. Thousands of men, women and children find remunerative employment in gathering these crops and preparing them for shipment, as many as 1200 or 1500 hands being sometimes engaged on one farm, at the same time, picking strawberries alone.

In this connection, it may be well here to call attention to the fact—which, for some inscrutable reason, appears to have been hitherto overlooked—that Portsmouth offers a magnificent opening for a large and well-equipped canning establishment. This is, *par excellence*, the market-garden of the United States—nay, of the whole world—and it frequently happens that, after the first urgent demand from the distant markets has been satisfied, fruits, berries, tomatoes, asparagus, onions, peas, beans, and other products suitable for canning, bottling and preserving, can be had for the mere trouble and expense of gathering, and in such profusion as would seem almost incredible to those who have not themselves witnessed the vast scale on which the trucking business is conducted. Under these conditions, it will be seen that energy, experience and judicious management, together with a compar-

## EDWARD POLLOCK, Publisher

Scale 15 78 Statute Miles — top inch

Mass. L. 146 Ca. 1828.



atively small capital, ought to insure complete success to such an enterprise.

Good land is still cheap and abundant, although its tendency in price is upward. The great Dismal Swamp will one day be reclaimed and under successful cultivation. It stands at a sufficient elevation above tidewater to render its drainage a matter of no great difficulty, and those portions of it which have been brought under the plow yield from sixty to eighty bushels of corn to the acre, and hay in proportion.

#### SANITARY.

The climate of Portsmouth and its neighborhood is good, and, during some months of the year, even bracing, owing to the prevalence of the sea breezes. Its geographical position exempts it almost entirely from those extremes of cold and heat which are found to be so pernicious in less favored latitudes. In his report to the Mayor for the year ending June 30th, 1886, the President of the Board of Health officially mentions the rate of mortality as 22.916 for the whole population, and the proportions assigned to the two races are as follows: white, 19.125; colored, 30.500. That active measures, pointing to the improvement of the public health and the counteraction of malarious and other unwholesome influences, constantly engage the attention of the proper officials, is shown by the following extract from the same report:

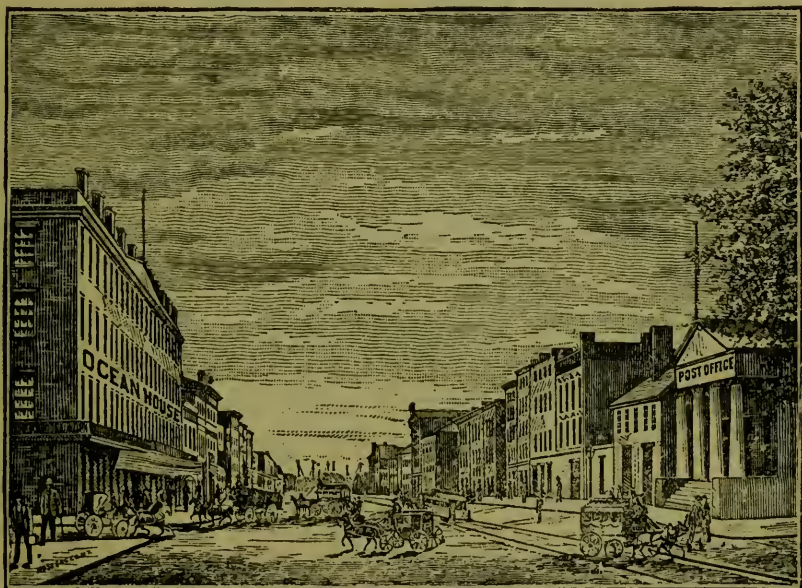
"The Board of Health has been diligent in using all proper means for the preservation of the public health. Public and private nuisances have not only been abated, but, as far as possible, they have been remedied.

\* \* \* Marshes have been drained, low lots filled up, as far as



dirt has been available, and no effort spared to put and keep the City in as clean a condition as possible."

Epidemic disease is almost unknown here, the first, last and only instance on record being the visitation of the yellow fever which was imported from the West Indies in the Summer of 1855 and prevailed for several months.



HIGH STREET, LOOKING EAST.

The water supply, which is always wholesome and usually abundant, is obtained from wells and cisterns. This will shortly be supplemented, however, by a regular system of pipes, which, when completed, will insure the City from the discomforts incident to a protracted drought. Twelve miles of pipes have already been laid in the streets, with fire-plugs at every second corner.

# SEABOARD AND ROANOKE RAILROAD.

## SHORT LINE

TO

# All Points North and South.

**C**ONNECTS at **Portsmouth** with **Rail** and **Water**  
**Lines** for all points **North** and **West**, and at  
**Weldon** with **Seaboard Air-Line** and **Atlantic**  
**Coast Line** for **Florida** and the **South**. Connects also  
with the **Albemarle Steam Navigation Company** at  
**Franklin** for **Eastern North Carolina** and at **Suffolk**  
with the **Norfolk and Western Railroad** for the **West**.

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DOUBLE DAILY PASSENGER SERVICE.

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**J. W. BROWN,**  
General Ticket Agent.

**O. V. SMITH,**  
General Claim Agent.

**J. F. MAUPIN,**  
Agent.

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**L. T. MYERS,**  
*Superintendent Transportation.*

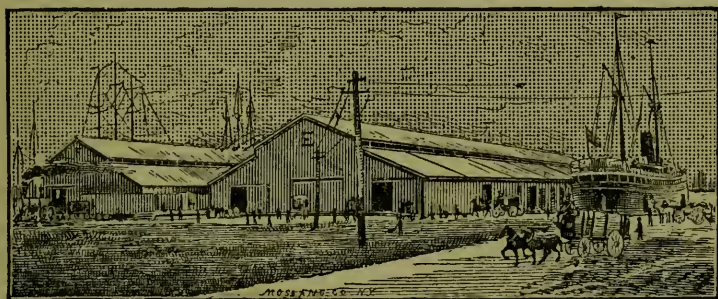
**J. S. BROWNE,**  
*Master Transportation.*

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*General Offices: Portsmouth, Va.*

The proximity of Old Point Comfort, Ocean View and Virginia Beach, either of which can be reached in an hour or so, renders even the hottest summer weather tolerable, by reason of the excellent surf bathing and the pure ocean breezes always to be had there; while the absence of the searching north-east winds, so trying, even to the healthy, in the localities where they are felt, constitutes Portsmouth an excellent sanatorium for invalids during the winter months.



FREIGHT WAREHOUSES OF SEABOARD & ROANOKE RAILROAD, WITH OLD DOMINION STEAMSHIP CO.'S S. S. "ROANOKE," AT WHARF.

The statement is made by the Health Officer of the City, in his last annual report, dated July 15th, 1886, that—

"With two exceptions there is not a foreign city of the fifty examined that has as low a death rate among the whites as this city, and very few of the American cities any lower."

He states further that 50 per cent. of the deaths among the colored population occurred from "causes unascertained," and adds: "This last is a significant fact, showing that one-half of the colored people die in this city without medical attention."

## FINANCIAL.

The prudent and practical business man, who, for any reason, climatic or otherwise, may desire to change his place of residence or the base of his commercial or industrial operations, will naturally be influenced to a great extent by the questions of public debt, taxation, and other matters affecting the financial condition of his prospective new home. For the information of such as he, the following figures, taken from the City Treasurer's official report for the year ending June 30th, 1886, are given: The total receipts, exclusive of the paving account, were \$95,520.25; last year's balance \$17,419.38; total \$112,939.63. The disbursements on account of all public expenses, except paving, were \$94,533.12; leaving a balance on hand of \$18,406.51. The receipts on Paving Account were: proceeds of sale of bonds and interest \$34,081.07; last year's balance \$545.27; total \$34,626.34. Disbursements: Paving and grading streets and interest \$9,129.57; leaving a balance on hand of \$25,496.77. The assessment fund for the redemption of paving bonds amounted to \$5,412.51, which, with last year's balance of \$4,231.38, leaves on hand the sum of \$9,643.89.

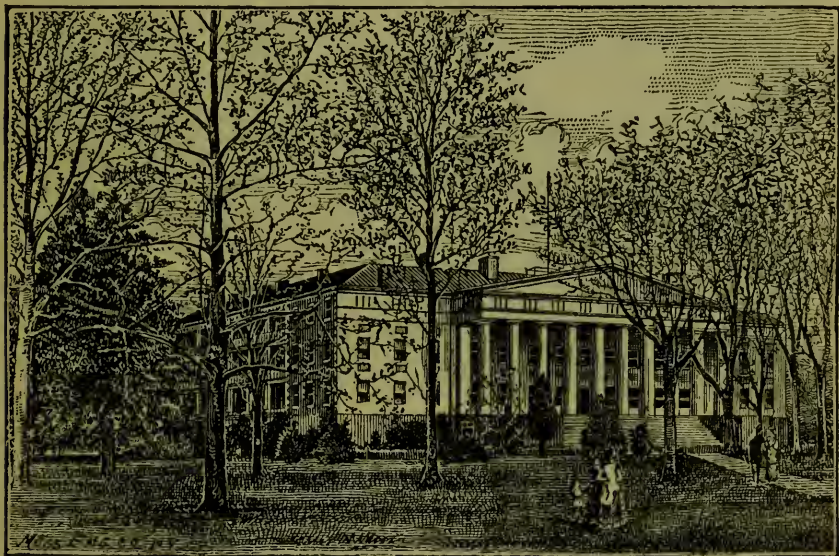
The total bonded debt of the City is \$414,700, an increase during the year of \$31,500. "This increase of the debt," says the Mayor in his Annual Message to the City Council, "is insignificant when we note the large sums which have been expended in material and lasting improvements for the benefit of ourselves and for posterity."

The message further says: "All obligations have been promptly met at maturity"; and congratulates the City Council upon having "been enabled to reduce the tax on real estate



and personal property twenty cents on the hundred dollars valuation, the tax being now one dollar and thirty-five cents, as against one dollar and fifty-five cents last year."

The bonded debt above mentioned represents the sole indebtedness of the City. Of the total amount of \$414,700, nearly



UNITED STATES NAVAL HOSPITAL.

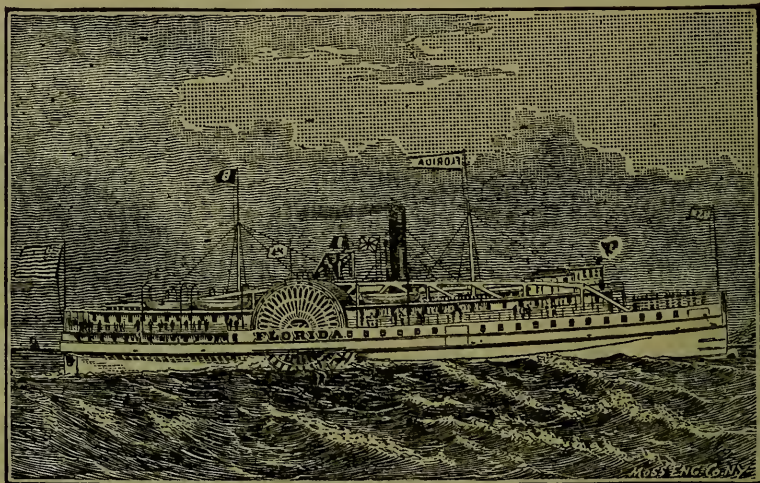
half has been incurred within the last seven years, for the purpose of grading and paving the streets, and two-thirds of the sum so invested is assessed directly to the owners of the property on the streets so improved. The assets of the City are stated in the Auditor's report for the fiscal year to be \$284,974.68, represented by real property, leaving a balance, to the debit of the City, of \$129,725.32. This statement, when taken

# BALTIMORE STEAM PACKET COMPANY

## QUICKEST PASSENGER AND FREIGHT ROUTE

BETWEEN THE

# NORTH AND SOUTH



Passenger Steamers leave daily, Sundays excepted, from Portsmouth at 5:45 and Norfolk at 6:30 P. M., touching at Old Point. Close connection made at Baltimore with FAST EXPRESS FOR PHILADELPHIA AND NEW YORK, in ample time to connect with all Sound lines of steamers and all lines for Boston and the East. Close connection also made at Baltimore for Washington and the West.

**COMING SOUTH { Through Bay Line Express from } IN FIVE HOURS**  
**New York to Baltimore.**

Leaving New York from Desbrosses and Courtlandt Street ferries, trains connect with steamer at Canton. Steamers leave Baltimore from Union Dock at 7 P. M., and from Canton wharf at 8:45 P. M.

For further information, apply to

**L. W. THOMAS, Agent, Portsmouth, Va.**

in conjunction with the report of the Commissioner of Revenue, showing the taxable values of the City to be \$3,811,759, at once places Portsmouth, financially, in the front rank among the Cities of the South.

The Annual Report of the Commissioner of Revenue places the assessed value of real estate in the City at \$3,436,590, and of personal property at \$375,169, making a total of \$3,811,759. The general tax assessed was \$51,459.05, and the school tax, \$8,889.02, while the licenses amounted to \$13,489.04.

From the above showing, it will be patent to every one familiar with municipal affairs that Portsmouth enjoys an exceptional degree of financial soundness, and that her interests are in the hands of able, conscientious and trustworthy officials, under whose management an ever-increasing improvement may confidently be looked for in the future.

#### VARIOUS.

It may not be out of place to say a few words here about the *morale* and general condition of the City in regard to matters not above specified.

The Fire Department, for instance, is in a first-class condition, having recently been furnished with a new engine, hose carriage, harness, &c., all of the most approved pattern, making it second to none in Virginia for quick and efficient service. During the year ending June 30, 1886, the Department was called to only eight alarms, and the total losses from the same amounted to \$159.75,

There are three handsome, commodious and well furnished buildings devoted to the various public schools of the City, two of which form the subjects of our illustrations. They are all



equally good and very much alike in architectural design. Two of these are in Portsmouth proper, one for white, the other for colored children, and the third, for white children, is in New-town. The number of separate schools occupying these buildings is 19, and the total value of school property in the City is \$45,000. The monthly pay roll of teachers amounts to \$990, in salaries ranging from \$120 to \$40.

The Almshouse of the City is situated on a farm at a short distance from the corporate limits. The Superintendent, in his report for the year ending June 30th, 1886, says: "The monthly average of inmates for the last year has been 19, an increase of one over the year 1885. There have been issued 6,935 rations. \* \* \* The farm produced last year an abundant supply of corn, fodder and vegetables of all kinds for the use of the place, and I have enough of last year's corn and fodder to carry me through until I gather in the crops."

The Chief of Police reports 733 arrests during the year, or an average of two per day, nearly all of which were for trivial offences, and claims that "the police force, as at present constituted, will compare favorably in moral qualifications and physical ability with that of any city in the Union."

It will therefore be admitted by the candid reader that with an efficient Fire Department, a capable Police Force, an excellent system of Public Schools, and little or no destitution or crime, the City of Portsmouth is pre-eminently favored among her sister seaports, at home or abroad, and even among the general run of cities of her size and population throughout the civilized world.

## HISTORICAL.

### PREFATORY.

THE PREFACE TO MR. CAMPBELL'S "History of the Colony and Ancient Dominion of Virginia," commences thus: "Although Virginia must be content with a secondary and unpretending rank in the general department of history, yet, in the abundance and the interest of her historical materials, she may, without presumption, claim pre-eminence among the Anglo-American Colonies."

When it is remembered that the history of the United States is identical, in its early pages, with that of Virginia; and that the history of Virginia was, for many years, almost confined to the shores of Chesapeake Bay and of the rivers whose confluence forms our great outer harbor, Hampton Roads, the application of the above quotation, (with, perhaps, the substitution of a single name,) to the purposes of this modest but veracious volume will at once be apparent to its intelligent reader.

### EARLY DAYS.

It does not concern us, however, to examine too closely into the legendary story of Madoc, the Cambrian prince, nor to weigh too scrupulously the claims of the Northmen of Iceland, descendants of the brave Eric, to be regarded as the real discoverers of this mighty continent. It will save time to consign these somewhat doubtful heroes to the tender mercies of the

*Established 1867*

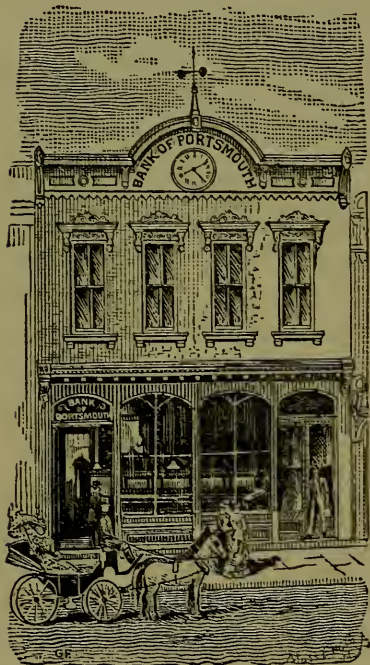
LEGH R. WATTS, PRESIDENT.

E. ALEX. HATTON, CASHIER.

# **BANK OF PORTSMOUTH,**

MEMBER OF NORFOLK CLEARING HOUSE ASSOCIATION.

City Depositary Since Organization in 1867,



**S**PECIAL ATTENTION GIVEN  
TO COLLECTIONS, and remit-  
tances promptly made on day of  
payment at current rate of exchange.  
Transacts a General Banking Business,  
and solicits correspondence and accounts  
of Banks, Bankers, Corporations, Mer-  
chants and Individuals.

**DIRECTORS:**

Judge Legh R. Watts,

O. V. Smith,

R. J. Neely,

Jas. F. Crocker,

Joseph Bourke,

Jno. H. Hume,

A. P. Grice,

Thos. Scott.

**Paid up Capital \$51,000.***Interest Paid on Deposits in Savings Department.*

*Correspondents*—Importers' & Traders' National Bank and Bank of New York, N. B. A., New York; First National Bank, Philadelphia; National Revere Bank, Boston; Merchants' National Bank, Baltimore.

antiquarian, and to concede to Columbus, without further question, the glory of having, in the year 1492, made the first certain discovery of the New World. But it was the good fortune of John Cabot and his sons to be the first who actually reached the main land five years later, having obtained from Henry VII, a patent dated in 1496, which is the oldest surviving document that connects England with America.

In 1573 Chesapeake Bay, first called the Bay of Santa Maria, was visited and explored by Pedro Menendez Morquez, the Spanish Governor of Florida; and subsequent explorations, covering a period of eight or ten years, were made by the Spaniards, but these were unknown to the English, and Spain made no claim on their account.

Sir Humphrey Gilbert, in 1578, obtained from "Bonnie Queen Bess" letters patent authorizing him to take and colonize any "heathen" country he could discover, and under this broad charter he made one or two unsuccessful expeditions, till finally, in 1583, he reached Newfoundland, of which he took formal possession in the Queen's name. Of the fleet of five vessels with which he had sailed from Plymouth, only two now remained, and Sir Humphrey determined to return to England, and selected the smaller vessel, the "Squirrel," upon which to embark. When off the Azores a heavy storm was encountered, and the "Squirrel," with the Admiral and all hands, disappeared forever beneath the angry waters. The company of her consort, the "Golden Hind," were near enough to observe Sir Humphrey seated on deck with a book in his hand, and to hear him exclaim: "Be of good cheer, my friends; it is as near to heaven by sea as by land." Shortly afterwards, at

# THE Portsmouth Gas Company.

R. C. MARSHALL, PRESIDENT.

It is perhaps fortunate for Portsmouth that her Gas supply is in the hands of a private corporation, under the management and direction of some of her most prominent citizens, instead of being controlled by the City authorities and subject to the vicissitudes common to the concerns of municipal governments. The Portsmouth Gas Company was organized in 1854 under a charter from the State Legislature.

The extensive works of the Company are situated near the north-western boundary of the City and are thoroughly equipped with all the appliances necessary for the manufacture of the best gas. The capacity of the works is 50,000 feet of gas per day, and the supply reaches the consumers through about ten miles of pipes.

The capital stock of the Company is \$80,000 and is all paid up. It is divided among twenty-eight stockholders.

The present officers of the Company are as follows: President, R. C. MARSHALL; Engineer and Superintendent, R. L. HERBERT; Treasurer, R. C. MARSHALL. Directors: JOHN McILHENNY, JOSEPH BOURKE, CHARLES R. NASH, B. H. BARTOL and R. C. MARSHALL.

It is admitted on all hands that Portsmouth is as well and as cheaply lighted as any City which depends exclusively upon gas for the illumination of its thoroughfares, churches, stores and public buildings; and it is much preferred to kerosene oil in the better class of residences, by reason of its good quality, cleanliness and exemption from danger by fire. In the long run gas is the cheapest, safest and best artificial light for general use that has yet been discovered.

The offices of the Portsmouth Gas Company are at

209 High St., Portsmouth, Va.



midnight on September 9th, 1583, the brave little craft suddenly vanished and was seen no more.

Not daunted by the fate of his heroic kinsman, Sir Walter Raleigh determined upon effecting a settlement in America, and obtained a patent for that purpose from Queen Elizabeth,



RESIDENCE OF MR. JOHN H. HUME.

dated March, 1584. Aided by Sir Richard Grenville, and others, he fitted out two small vessels and put them under the command of Captains Philip Amadas and Arthur Barlow. Leaving the Thames in April, 1584, they first visited the West Indies, and then, sailing northward, reached the coast of Florida early in July, and, still pursuing their course, landed at last

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on the Island of Wokokon, in the stormy region of Cape Hatteras. The English, in accordance with the national custom, proceeded to take possession of the country in the name of their Sovereign. They found the valleys wooded with tall cedars festooned with graceful vines, the grapes clustering in rich profusion and even trailing in the murmuring surges of the sea. Here the explorers were shortly visited by a deputation of aborigines under His Royal Highness, Prince Granganameo, the King's brother, with whom compliments and presents were exchanged. The English were hospitably entertained by Granganameo's wife, a lady who is described as having possessed all the virtues and vanities erroneously ascribed to a higher civilization only.

The country, which was called Wingandacoa, was found to possess a productive soil, a mild and salubrious climate, heavy timber of the most valued varieties, as well as fruits, melons, nuts and esculent roots, all of excellent quality, while the woods were well stocked with game and the waters with innumerable fish and wild fowl.

After discovering Roanoke Island and exploring as much of the interior as their time would permit, Amadas and Barlow sailed homeward, accompanied by two of the natives, Manteo and Wanchese. The Queen was charmed with the glowing descriptions given by the adventurers of her new possessions, and bestowed upon the country the name "Virginia" in allusion, it is presumed, to the state of "single blessedness" (!) in which it pleased her reside. Henceforth this name applied to all of North America, as far as discovered, till gradually, as the vast extent of the continent began to be appreciated, it was found

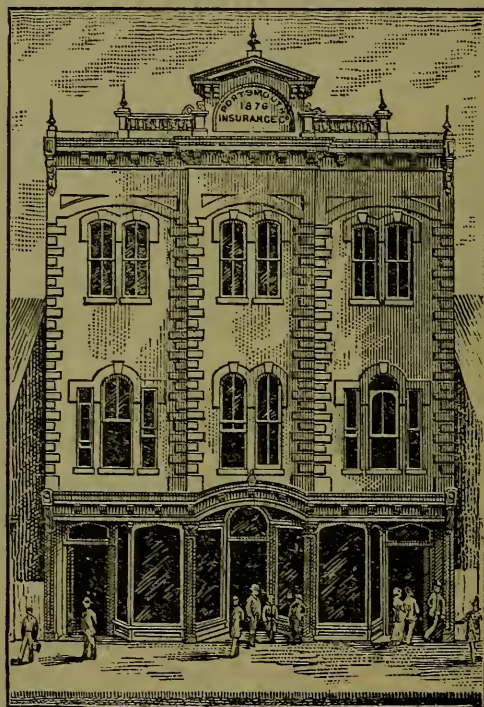
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expedient to distinguish the various provinces by bestowing upon them different names.

Raleigh having now become an important and wealthy personage, thanks to a patent granted him to license the vending of wines throughout the kingdom, determined to still further pursue his plans for the colonization of Virginia. In 1585 he fitted out a fleet for that purpose, under the command of Sir Richard Grenville, who was accompanied by several distinguished persons. Late in June the fleet anchored at Wokokon, whence they proceeded through Ocracock Inlet to Roanoke Island, which was selected as the seat of the colony. From this point the coast was explored as far South of Secotan, in the present County of Craven, N. C., by Grenville, who shortly afterwards returned to England.

#### ELIZABETH RIVER DISCOVERED.

Ralph Lane, who had been appointed by Raleigh governor of the colony, proceeded to the northward and, passing in between the Capes of Virginia, landed at the town of Chesapik, on the Elizabeth River, near the site now occupied by Portsmouth. This was in the year 1586, exactly three centuries ago! Here, owing to mismanagement and the increasing hostility of the natives, the colonists were exposed to many privations and constant danger, aggravated by a scarcity of provisions. Matters were becoming desperate, when Sir Francis Drake arrived just in time to rescue the unfortunate settlers, all of whom embarked with his fleet for England, thus abandoning for the time the colonization of America. Shortly after the departure of Drake's expedition, a vessel arrived at

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Roanoke with supplies, but, finding the place abandoned, she returned to England.

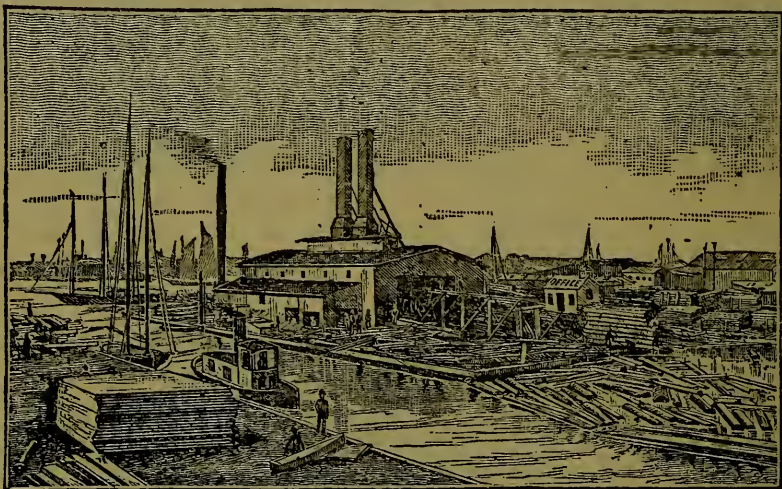
These repeated disappointments did not abate Raleigh's indomitable resolution. During the next year he sent out a new expedition of three vessels to establish a colony. John



TRINITY (P. E.) CHURCH—THE OLD PARISH CHURCH OF PORTSMOUTH.

White was appointed Governor, with twelve counsellors, and they were directed to plant themselves at "the Town of Chesapeake, on the Elizabeth River." This order, however, was not obeyed, for, on reaching Roanoke and finding it deserted, Ferdinando, the naval officer, refused to explore the country

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## PORTSMOUTH, VA.



further. On the 18th of August, 1587, the Governor's daughter Eleanor, wife of Ananias Dare, one of the Council, gave birth to a daughter—the first English child born in the country, and hence named Virginia. The difficulties which had led to the abandonment of the colony in the previous year now recurred under very similar circumstances, and Governor White, at the request of all the colonists, returned to England for supplies, leaving at Roanoke 89 men, 17 women and 11 children. Upon his return, which, for various reasons, had been delayed till 1590, not one of the settlers was to be found. Their houses had been dismantled and their goods scattered. On a post within the fort had been carved the word "Croatan," presumably to indicate the direction they had taken on leaving. Five separate expeditions were sent out by Raleigh—the last one, in 1602, at his own expense—to search for these missing colonists, but not a vestige of them has ever been found, and their fate is shrouded in eternal mystery. Thus the second English colony in America became extinct.

Sir Walter Raleigh himself never visited Virginia, though the impression that he had done so has always been more or less prevalent.

In 1602 Bartholomew Gosnold landed in Massachusetts Bay, then in Northern Virginia, but afterwards called New England. For years he labored to organize an expedition for effecting a permanent settlement, and in 1606 he succeeded, with the assistance of Captain John Smith, already a distinguished adventurer; Edward Maria Wingfield, a merchant; Robert Hunt, a clergyman, and others, in procuring letters patent authorizing the establishment of two colonies to be

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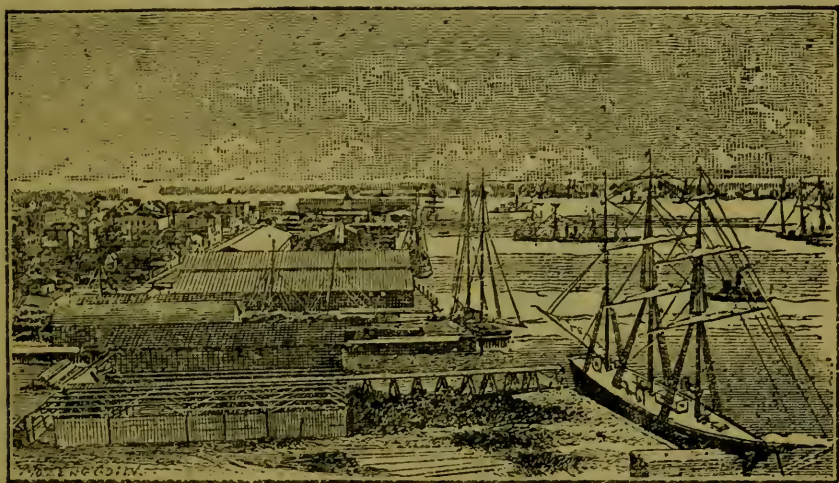
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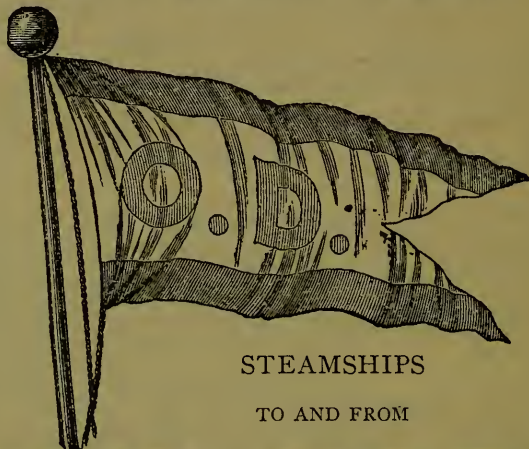
known as Northern and Southern Virginia, the dividing line between them being the entrance to Chesapeake Bay. The plantation of the Southern colony, with which alone we are now concerned, was entrusted to Sir Thomas Gates, Sir George Somers, and other influential gentlemen, mostly residents of the English capital, whence the name of the corporation came to be distinguished as the London Company. Instructions



BIRD'S-EYE VIEW OF THE HARBOR, LOOKING NORTH.

were issued by the Crown for the government of these colonies, under which their management was extremely complicated, and which eventually led to serious conflicts. The necessary arrangements having been made, three vessels were fitted out by the Company for the expedition and placed under the command of Captain Christopher Newport, with sealed orders. They set sail from Blackwall on December 19th, 1606, and,

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after a stormy and protracted voyage, were at last driven by a gale into the mouth of Chesapeake Bay. The Capes, which were sighted on April 26th, 1607, were named Henry and Charles, after the two sons of King James. That night the sealed instructions were opened, and it was found that Bartholomew Gosnold, John Smith, Edward Maria Wingfield, Christopher Newport, John Ratcliffe, John Martin and George Kendall were to constitute the Council for the local government of the colony. Wingfield was chosen President.

Landings were made at Point Comfort, Kecoughtan (now Hampton) and elsewhere, with a view to the selection of a suitable site for the settlement, and on May 13th they began the ascent of the Powhatan (now James) River, finally deciding upon a peninsula on its north bank, about 40 miles from its mouth, as their permanent habitation, and naming their embryo capital James Town, in honor of their sovereign lord.

Of this infant colony Mr. Howe writes :

“ There could not, perhaps, be a company more unfitted for the duty which it had to perform than that which now commenced the foundation of the British Empire in America. The colonists were in a wilderness, surrounded by savages, without a fortification to repel their incursions, possessed of a scanty supply of provisions, without means of planting and without a habitation to protect them from the weather, save such as they might themselves erect ; yet in the whole company there were but *four* carpenters and *twelve* laborers to *fifty-four gentlemen*. At first, however, this rare collection of pioneers fell to work with spirit, each to his appropriate duty. The president, who seems to have been a very weak man and ill suited for his station, was too jealous of his own men to allow exercises at arms or a fortification to be erected ; and the only protection provided was a sort of half-moon, formed of the boughs of trees, by the exertions of Kendall. Newport, Smith and twenty others were sent to



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Connection is made with Steamers for Windsor and for points on the Cashie and Chowan Rivers.

Through rates to all points and close connection at Norfolk with Steam Lines to and from Baltimore, Philadelphia, New York, Boston, etc.

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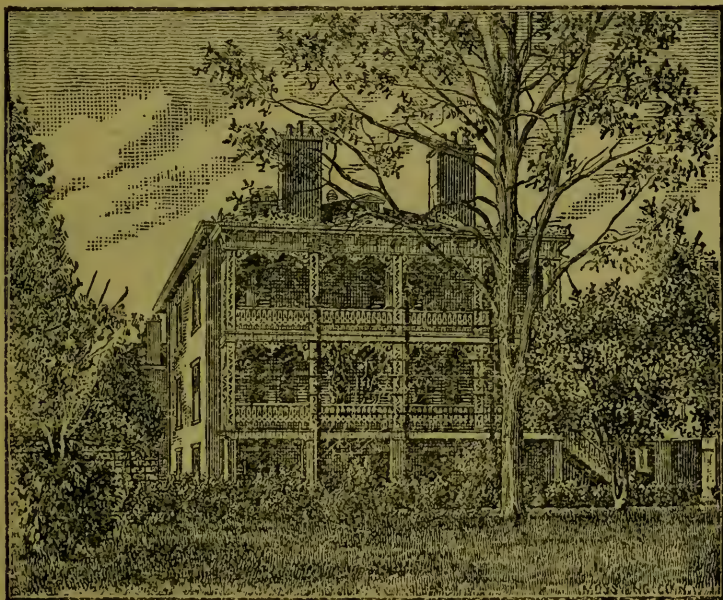
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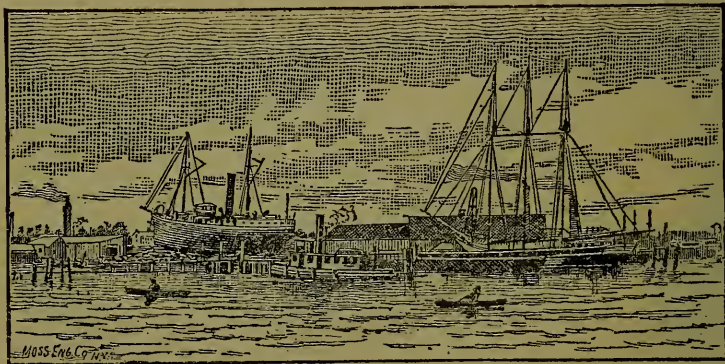
discover the head of the river. In six days they arrived at a town called Powhatan, belonging to King Powhatan, situated at the falls of the river, near the site of the present City of Richmond. They were kindly treated by the Indians. When the expedition returned they found that Jamestown had been attacked by the savages and seventeen men wounded and a boy killed. They were attacked while at work, and their arms out of



U. S. NAVY YARD—OFFICIAL RESIDENCE OF THE COMMANDANT.

order, so that the whole were only saved from destruction by the timely aid of the vessels. After this experience of his folly, the president permitted the place to be fortified; and the labor necessary to effect this with so small a force—while it was necessary, at the same time, to guard their workmen by day, to watch by night, to prepare ground for corn, and lumber to relade the ships—may be better conceived than described. After a stay of six weeks Newport prepared to depart, and the Council, affecting

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a tender regard for the character of Smith, whom they had falsely accused of a treacherous design to usurp royal authority in the colony, and kept out of his seat in the Council under these charges, now proposed, that he might not be utterly ruined by a trial, to send him home to the Council, to be disposed of as they might think proper. But Smith, conscious of innocence of the absurd charge, boldly defied them and demanded a trial. His accusers suborned witnesses, who, instead of answering the expectations of their employers, only exposed the subornation. The Company were so incensed at the infamous conduct of his accusers that they condemned the president to pay him £200, which, when received, he generously threw into the common stock. Newport sailed on the 15th of June (1607), leaving one hundred men in Virginia."


The condition of these unfortunate exiles was melancholy in the extreme. Being unused to labor or hardship of any description, they soon yielded to the combined influences of exposure and a sickly climate, and great mortality prevailed. Half their number were buried within three months of Newport's departure. The president, Wingfield, having been detected in attempting to escape in the pinnace, had been deposed, and Ratcliffe elected in his stead. The latter, being both incapable and unpopular, committed the control of affairs almost entirely to Smith, who speedily brought about a better and happier condition of things, and for a time something like prosperity prevailed.

Shortly after this, however, Smith, while engaged in an exploring expedition on the Chickahominy, was captured by the savages and taken to the chief Opechankanough, King of Pamunkee, by whom he was retained a prisoner for several weeks, and at length brought before their Emperor, Powhatan, who received him with all the formal pomp and state known to his savage court.



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It was on this occasion that, after having been condemned to death and actually led out to execution, Smith's life was saved by the lovely and amiable (if not accomplished) Pocahontas, the Emperor's favorite daughter, who subsequently married an English gentleman at Jamestown named Rolfe and became the

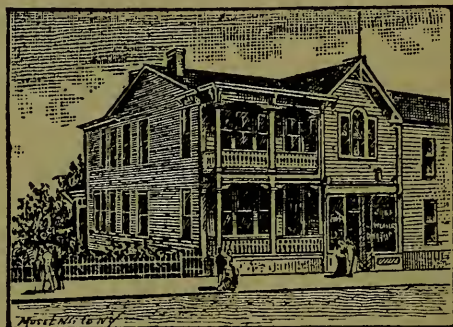


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founder of what Mr. Burk has been pleased to call "the Imperial Family of Virginia."

In 1608 Captain Smith made a voyage of discovery up Chesapeake Bay and penetrated as far as the sites now occupied by Washington and Baltimore, preparing maps which are still extant, and are said to possess wonderful merit and accuracy,

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considering the very rude instruments at his disposal. On his return to Jamestown he was elected president of the colony, and it was owing to his judicious treatment of the savages and his management of the turbulent spirits under his control that the colony was at that period preserved from utter annihilation.

#### THE FIRST GOVERNOR APPOINTED.

In the following year (1609) the Company obtained a new charter, which embraced many persons and corporations of wealth and influence. Lord De La War was appointed Governor for life, and the Company was soon enabled to dispatch a fleet of nine vessels with over five hundred emigrants. Newport was made admiral and joint commissioner with Sir Thomas Gates and Sir George Somers to administer the affairs of the colony till the new Governor should arrive. The "Sea Venture," in which they all three embarked, was driven from her course by a violent storm and stranded on the rocks of the Bermudas; one small vessel was lost at sea, and the remaining seven reached Jamestown in safety.

Smith found much difficulty in restraining the unruly and rebellious spirits of the new arrivals, who affected to believe that his authority had been superseded by that of the new commissioners, notwithstanding the fact that the latter had not yet put in an appearance. With a view, therefore, to reducing the numerical strength of his mutinous companions, Smith dispatched two expeditions, each with over a hundred men, to form settlements on the Nansemond River and at the falls of the James—both of which, however, resulted in eventual failure, mainly owing to the cowardice and general incapacity of those in command.



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Having met with a serious accident, which disabled him, Smith now determined to visit England—partly to procure such skilled surgical treatment as his condition demanded, and partly to further at headquarters the interests of the colony for



ST. PAUL'S (R. C.) CHURCH.

which he had labored so faithfully and suffered so much.

At the time of his departure, Virginia contained about five hundred persons, who might have succeeded, with prudent management, in achieving the most complete success. But evil

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counsels—with their legitimate offspring, confusion and anarchy—soon prevailed, and all semblance of discipline was abandoned. The savages, no longer restrained by Smith's authority and genius, proceeded to attack and demolish the outlying settlements. Such of the colonists as escaped with their lives hastened to Jamestown, where their presence and the free indulgence of their vicious tendencies only served to render confusion worse confounded and to hasten the final catastrophe.

The savages attacked and slew every settler they could lay their hands upon, and the remainder they determined to starve, by refusing to supply any further provisions, after they had bought every disposable article at the fort, even to their arms and live stock, including their horses. The appalling result was that six months after Smith's departure only sixty emaciated beings remained alive of the five hundred he had left behind him.

At this desperate climax Gates and Somers arrived from Bermuda with three hundred and fifty men, in two vessels which they had constructed during their year's residence on the island. Being short of provisions, they found it impossible to remain at the colony, so they took on board the miserable survivors, abandoned the settlement and set sail for Newfoundland, where they hoped to obtain relief from any fishing vessels that might happen to be there.

Jamestown, the seat of the first civil and religious establishment on the shores of North America—the scene of so much heroism and depravity, self-seeking worthlessness and patriotic devotion, fair hope and black despair, transient happiness and terrible suffering—was now on the point of being



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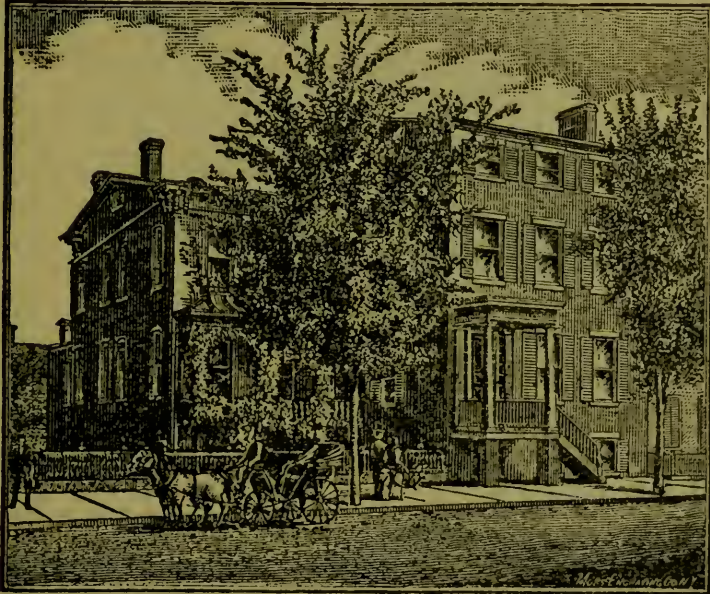
**H. W. B. GLOVER, Agent,**

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finally deserted and restored to the wilderness from which it had been reclaimed at such bitter cost. Nay, the last tearless gaze of the departing colonists had already lingered upon the receding settlement till every vestige of its civilization had faded and sunk behind the distant horizon.



RESIDENCE OF MR. WM. G. MAUPIN.

But just at this critical juncture the long-expected but now almost-despaired-of new Governor arrived upon the scene, and an entirely changed direction was given to Virginia's wavering destiny. This opportune event is thus mentioned by Mr. Crashaw:

"When this departure of Sir Thomas Gates, full sore against his heart, was put in execution, and every man aboard, their ordnance and armour

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STEAMBOAT AND BLACKSMITH COAL—EGG, STOVE AND NUT  
 ANTHRACITE COAL.

*Call and Examine Our Assorted Stock Before Purchasing, and Send for  
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buried, and not an English soul left in Jamestown, and giving, by their peal of shot, their last and woeful farewell to that pleasant land, were now with sorrowful hearts going down the river—behold, the hand of Heaven from above, at the very instant, sent in the Right Honourable De La War to meet them at the river's mouth, with provision and comforts of all kind, who, if he had staid but two tydes longer, had come into Virginia and not found one Englishman."

#### THE COLONY FINALLY ESTABLISHED.

The ships returned at once to Jamestown and the colony was once more established upon what turned out to be a firm and enduring foundation.

The following sketch of the church at Jamestown, which was at once repaired by order of the new Governor, will doubtless be found interesting reading. It is from the pen of Mr. Strachy, Secretary and Recorder of the Colony, who wrote a narrative of all the official proceedings of the same at that period:

"It is in length three score foot, in breadth twenty-four, and shall have chancel in it of cedar, a communion table of black walnut, and all the pews of cedar, with fair, broad windows, to shut and open (as the weather shall occasion) of the same wood, a pulpit of the same, with a Font hewn below, like a canoe, with two bells at the west end. It is so chaste, as it be very light within, and the Lord-Governor and Captain-General doth cause it to be kept passing sweet, and trimmed up with divers flowers, with a sexton belonging to it; and in it every Sunday we have sermons twice a day, and every Thursday a sermon, having true (probably intended for *two*) preachers, which take their weekly turns; and every morning, at the ringing of the bell, about ten o'clock, each man addresseth himself to prayers, and so at four o'clock before supper. Every Sunday, when the Lord-Governor and Captain-General goeth to Church, he is accompanied by all the coun lers captains, other officers, and all



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is a large, well-ventilated frame building with enclosed play ground. We have spared no expense in fitting up the rooms and grounds with every convenience for the instruction and amusement of our pupils. Each child is under our personal supervision from 9 A. M. to 2.30 P. M.

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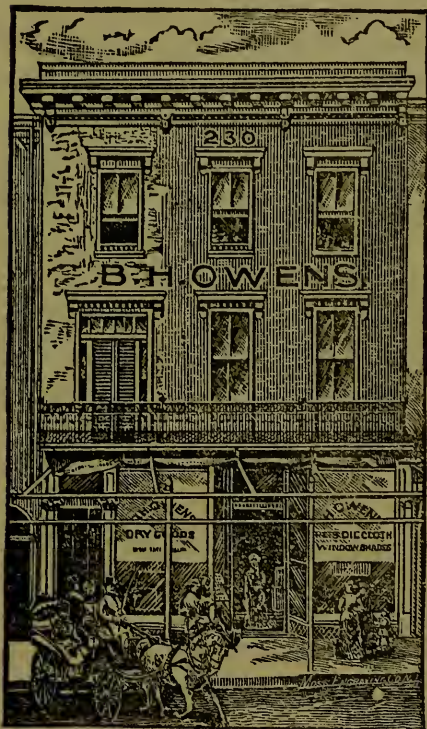
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Ladies', Gents'  
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Cloths, Cassimeres,  
Collars, Cravats,  
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---

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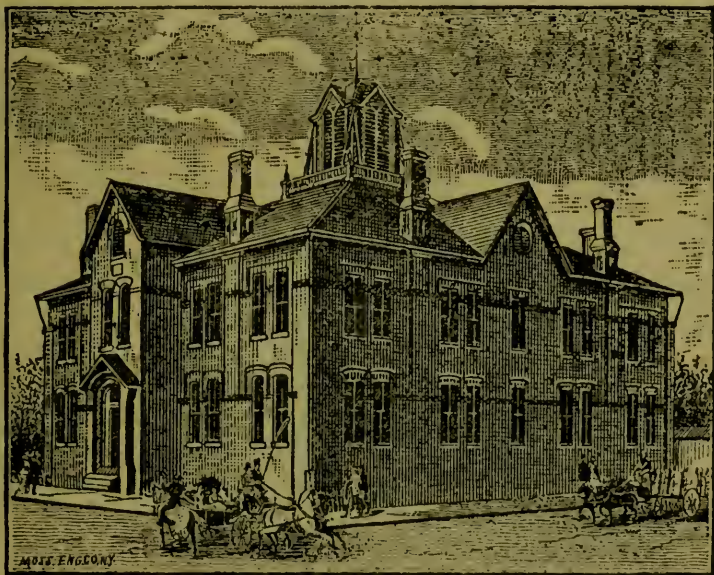
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considering the very rude instruments at his disposal. On his return to Jamestown he was elected president of the colony, and it was owing to his judicious treatment of the savages and his management of the turbulent spirits under his control that the colony was at that period preserved from utter annihilation.

#### THE FIRST GOVERNOR APPOINTED.

In the following year (1609) the Company obtained a new charter, which embraced many persons and corporations of wealth and influence. Lord De La War was appointed Governor for life, and the Company was soon enabled to dispatch a fleet of nine vessels with over five hundred emigrants. Newport was made admiral and joint commissioner with Sir Thomas Gates and Sir George Somers to administer the affairs of the colony till the new Governor should arrive. The "Sea Venture," in which they all three embarked, was driven from her course by a violent storm and stranded on the rocks of the Bermudas; one small vessel was lost at sea, and the remaining seven reached Jamestown in safety.

Smith found much difficulty in restraining the unruly and rebellious spirits of the new arrivals, who affected to believe that his authority had been superseded by that of the new commissioners, notwithstanding the fact that the latter had not yet put in an appearance. With a view, therefore, to reducing the numerical strength of his mutinous companions, Smith dispatched two expeditions, each with over a hundred men, to form settlements on the Nansemond River and at the falls of the James—both of which, however, resulted in eventual failure, mainly owing to the cowardice and general incapacity of those in command.



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AND

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Courts.

Having met with a serious accident, which disabled him, Smith now determined to visit England—partly to procure such skilled surgical treatment as his condition demanded, and partly to further at headquarters the interests of the colony for



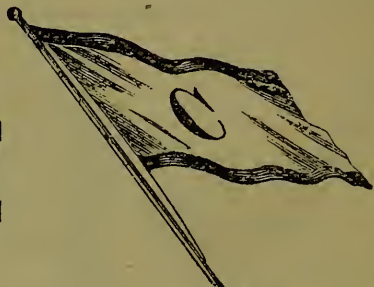
ST. PAUL'S (R. C.) CHURCH.

which he had labored so faithfully and suffered so much.

At the time of his departure, Virginia contained about five hundred persons, who might have succeeded, with prudent management, in achieving the most complete success. But evil

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counsels—with their legitimate offspring, confusion and anarchy—soon prevailed, and all semblance of discipline was abandoned. The savages, no longer restrained by Smith's authority and genius, proceeded to attack and demolish the outlying settlements. Such of the colonists as escaped with their lives hastened to Jamestown, where their presence and the free indulgence of their vicious tendencies only served to render confusion worse confounded and to hasten the final catastrophe.

The savages attacked and slew every settler they could lay their hands upon, and the remainder they determined to starve, by refusing to supply any further provisions, after they had bought every disposable article at the fort, even to their arms and live stock, including their horses. The appalling result was that six months after Smith's departure only sixty emaciated beings remained alive of the five hundred he had left behind him.

At this desperate climax Gates and Somers arrived from Bermuda with three hundred and fifty men, in two vessels which they had constructed during their year's residence on the island. Being short of provisions, they found it impossible to remain at the colony, so they took on board the miserable survivors, abandoned the settlement and set sail for Newfoundland, where they hoped to obtain relief from any fishing vessels that might happen to be there.

Jamestown, the seat of the first civil and religious establishment on the shores of North America—the scene of so much heroism and depravity, self-seeking worthlessness and patriotic devotion, fair hope and black despair, transient happiness and terrible suffering—was now on the point of being



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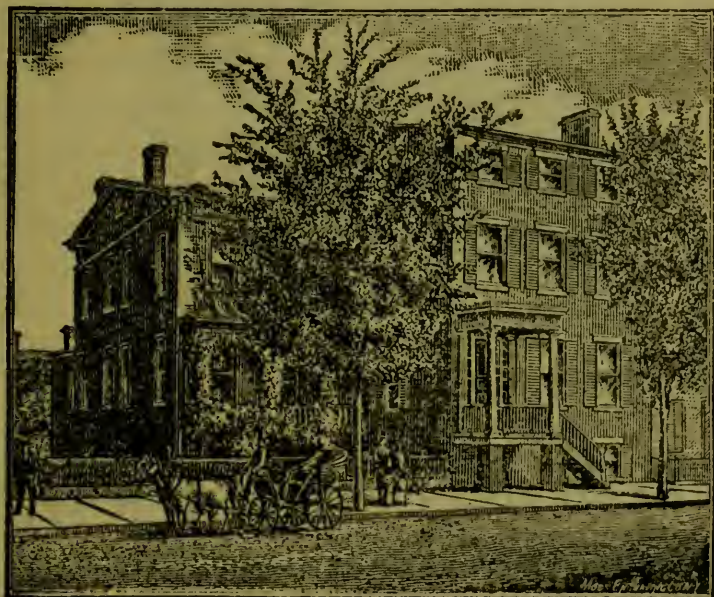
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52 Main Street, Norfolk, Va.

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finally deserted and restored to the wilderness from which it had been reclaimed at such bitter cost. Nay, the last tearless gaze of the departing colonists had already lingered upon the receding settlement till every vestige of its civilization had faded and sunk behind the distant horizon.



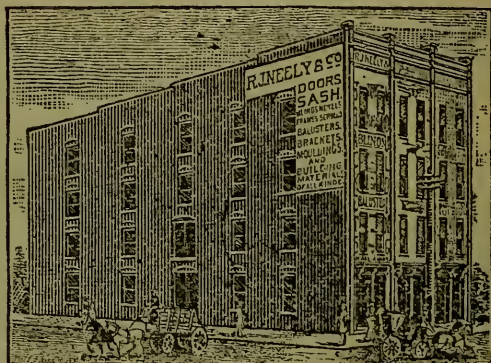
RESIDENCE OF MR. WM. G. MAUPIN.

But just at this critical juncture the long-expected but now almost-despaired-of new Governor arrived upon the scene, and an entirely changed direction was given to Virginia's wavering destiny. This opportune event is thus mentioned by Mr. Crashaw:

"When this departure of Sir Thomas Gates, full sore against his heart, was put in execution, and every man aboard, their ordnance and armour

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buried, and not an English soul left in Jamestown, and giving, by their peal of shot, their last and woeful farewell to that pleasant land, were now with sorrowful hearts going down the river—behold, the hand of Heaven from above, at the very instant, sent in the Right Honourable De La War to meet them at the river's mouth, with provision and comforts of all kind, who, if he had staid but two tydes longer, had come into Virginia and not found one Englishman."

#### THE COLONY FINALLY ESTABLISHED.

The ships returned at once to Jamestown and the colony was once more established upon what turned out to be a firm and enduring foundation.

The following sketch of the church at Jamestown, which was at once repaired by order of the new Governor, will doubtless be found interesting reading. It is from the pen of Mr. Strachy, Secretary and Recorder of the Colony, who wrote a narrative of all the official proceedings of the same at that period:

"It is in length three score foot, in breadth twenty-four, and shall have chancel in it of cedar, a communion table of black walnut, and all the pews of cedar, with fair, broad windows, to shut and open (as the weather shall occasion) of the same wood, a pulpit of the same, with a Font hewn below, like a canoe, with two bells at the west end. It is so chaste, as it be very light within, and the Lord-Governor and Captain-General doth cause it to be kept passing sweet, and trimmed up with divers flowers, with a sexton belonging to it; and in it every Sunday we have sermons twice a day, and every Thursday a sermon, having true (probably intended for *two*) preachers, which take their weekly turns; and every morning, at the ringing of the bell, about ten o'clock, each man addresseth himself to prayers, and so at four o'clock before supper. Every Sunday, when the Lord-Governor and Captain-General goeth to Church, he is accompanied by all the counlors captains, other officers, and all



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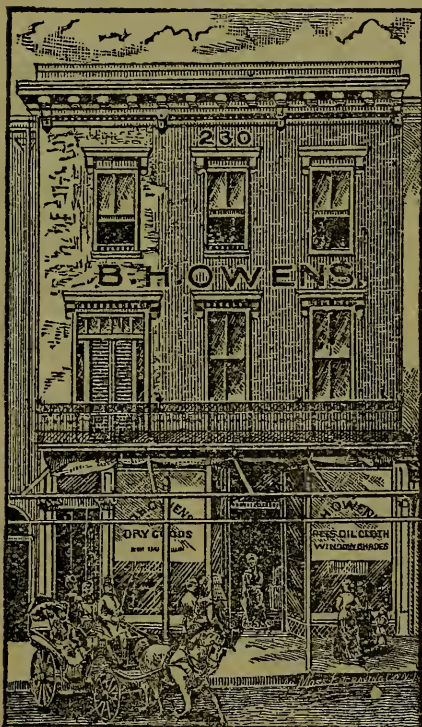
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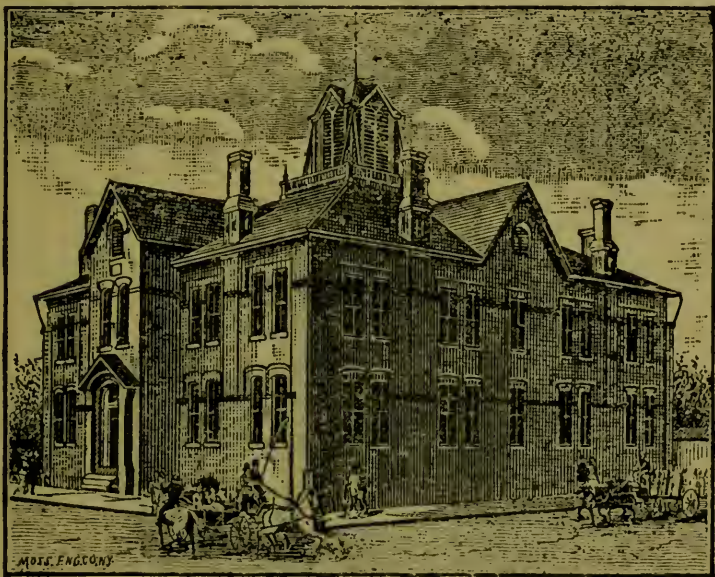
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were imported from England. The timber is English oak and was framed before shipment. The whole structure was built in the most substantial manner; and, even now, the wood-work, where not exposed to rain, is perfectly sound, and the mortar sufficiently hard to strike fire when in collision with steel. The structure is of brick, has a lofty tower, and is in good preservation. Its walls are overrun with a delicate net-work of vines.

"In its day it was a splendid edifice. One window, of about 25 feet in height, was composed of painted glass, representing scriptural subjects. It was probably abandoned about the time of the American Revolution, when the Episcopal Church, for a time, became nearly extinct in Virginia. Within the last twenty-five years it has been temporarily occupied by a sect called O'Kellyites. There is a project, which may be carried into effect, to repair it. If successful, generations yet unborn will meet within its time-hallowed walls, where, even now, more than two centuries have elapsed since their forefathers first raised the hymn of praise to the Living God."

#### • MUNICIPAL.

In February, 1752, while George the Second reigned in England and Thomas Lee, as acting Governor, administered the affairs of Colonial Virginia at its ancient capital, Williamsburg, pending the arrival from England of Gooch's successor, Governor Dinwiddie, the Assembly passed an Act (Henning's Statutes at Large, Vol. VI. p. 265) by which Portsmouth entered upon its municipal existence. It began as follows:

"Whereas it hath been represented to the Assembly that William Crawford, of the County of Norfolk, gentleman, hath lately laid out a parcel of land, on the south side of Elizabeth River, opposite to the town of Norfolk, into one hundred and twenty-two lots, commodious streets, places for a Court House, market and public landings, for a town by the name of Portsmouth, and made sale of most of the said lots to divers persons who are desirous to settle and build thereon speedily; and also that the said town lies very convenient for trade and navigation;



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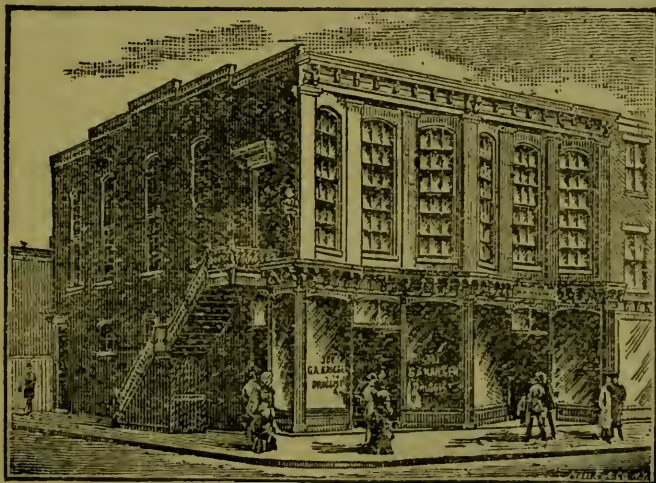
**222 High Street,**

P. O. Box 319.

**PORTSMOUTH, VA.**

"Be it enacted, &c., that the said piece or parcel of land be and is hereby constituted, appointed, erected and established a town, &c., to be called by and retain the name of Portsmouth," &c.

In May, 1763, the town was enlarged by the addition of Thomas Veal's land, and Andrew Sprowle, George Veal, Thomas Veal, Charles Stewart, Humphrey Roberts, Francis Miller, James Rae, David Purcell and Amos Etheridge, gen-



MAUPIN'S HALL—THE PROPERTY OF DR. G. W. O. MAUPIN.

tllemen, were appointed directors and trustees of said town, with power to survey and lay off said lands, &c.

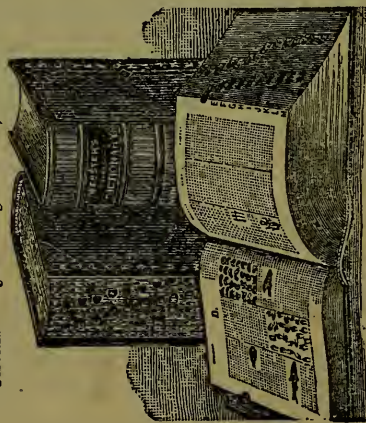
Twenty years later, (May, 1783,) the trustees were empowered "to assess the freeholders and inhabitants of the said town, so as such assessment do not exceed three shillings for every tithable, and one and an half per centum on the valuation of the real property therein," the proceeds of such assessment

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to be appropriated to the erection of a market house, repairing streets and other public improvements.

In October, 1784, an Act was passed enlarging the number of trustees to twelve, and in October, 1790, another Act provided "that it shall be lawful for John Kearnes, Wills Cowper, Willis Wilson, Samuel Davis, John Nevison, Richard Blow, Josiah Butts, James Young, James B. Nickolls and John Cowper, junior, gentlemen, trustees, or a majority of them, to raise, by one or more lotteries, a sum not exceeding four hundred pounds, and that they, or a majority of them, shall sell the lots lying on the back part of the town of Portsmouth, formerly called Gosport, the property of this Commonwealth," &c. The proceeds of this sale and the lotteries were to be applied towards "erecting a bridge over the creek, and raising a solid causeway over the marsh dividing that part of the town known by the name of Gosport from the other part, and for cutting a road from the said bridge to Deep Creek."

On January 20th, 1801, an Act was passed authorizing the removal of the County Court of Norfolk County from the Town of Washington (now Berkley) to the Town of Portsmouth, so soon as the Court House and Jail should be erected at the last named place.

A year later the County Court was authorized to appropriate \$3,000 towards finishing the Court House and Prison in Portsmouth, to be repaid from the sale of the old Court House, and if any surplus remained, it was to be paid to the inhabitants who had subscribed towards the new building, which stood on the corner now occupied by the western end of the Ocean House—the Clerk's Office and jail being situated on the



F. F. McWILKIE.      G. A. MARTIN, JR.

---

**MARTIN & McWILKIE.**  
**Attorneys-at-Law**  
 AND  
 NOTARIES PUBLIC,  
 Office, 407 Court St.,  
 PORTSMOUTH, VA.  
 P. O. Box 86.

WM. H. STEWART,  
 Attorney-at-Law  
 AND  
 NOTARY PUBLIC,  
 Office, 511 Middle St.,  
 PORTSMOUTH, VA.

---

Commissioner in Chancery for Hus-  
 tings Court of Portsmouth and County  
 Court of Norfolk.]

LEGH R. WATTS.

G. HATTON.

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Watts & Hatton,  
 ATTORNEYS  
 AND  
**Counsellers-at-Law,**  
 408 Court St.,  
 PORTSMOUTH, VA.

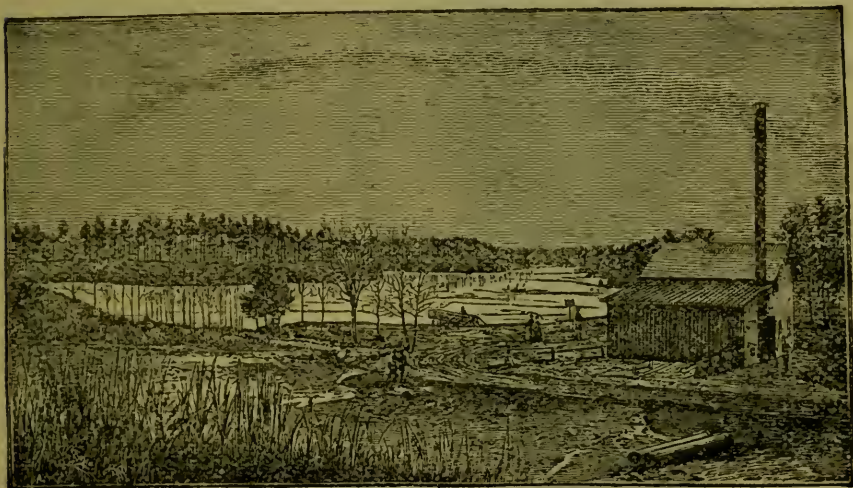
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Refer to Bank of Portsmouth, Ports-  
 mouth, Va., Citizens' Bank, Norfolk, Va.

A. S. WATTS,  
 Attorney-at-Law,  
 Office on Court Street,  
 PORTSMOUTH, VA.  
 CITY ATTORNEY.

opposite corner, where the present Court House stands. The latter was finished and occupied in 1846, under the authority of an Act of the Legislature.

Various other Acts were passed, from time to time, enlarging the powers of the trustees and extending the area of the town, until, on February 19th, 1819, the trustees were declared and made a body corporate and politic, under the name of



LAKE KILBY—RESERVOIR AND ENGINE HOUSE OF THE PORTSMOUTH WATER CO.

“The Trustees of Portsmouth,” with power to pass by-laws, &c.

In 1834, the trustees were empowered to prohibit the erection of buildings within a certain area, unless the outer walls were of brick or stone. In 1836, they were given power to pave and grade streets, erect street lamps, regulate the construction of wharves, erect town-hall, purchase land for public squares, &c. In 1838, the firemen were exempted from jury

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service. In 1848, the Commissioners of the public schools were incorporated.

In 1852, an Act was passed authorizing the voters of Portsmouth to elect, in lieu of the Board of Trustees, a Common Council, consisting of thirteen Councilmen, with all the powers and rights of said Trustees. Also annually to elect a Mayor—the election of said Mayor and Councilmen to be held on the first Saturday in April.

And, finally, on the 1st of March, 1858, the Town of Portsmouth was raised to the dignity of a City; the Hustings Court was established and provision made for the election and appointment of all officers, &c., &c.

#### THE MAYORS OF PORTSMOUTH.

As a matter of interest to the resident reader, the following list of the Chief Magistrates of the City, in the order of their succession, is given:

1. John S. White, elected for one year, 1852; re-elected, 1853.
2. Hezekiah Stoakes, elected for one year, 1854.
3. D. D. Fiske, elected for one year, 1855.
4. James G. Hodges, elected for one year, 1856; re-elected, 1857.
5. George W. Grice, elected for one year, 1858; re-elected, 1859 and 1860.
6. John O. Lawrence, elected for one year, 1861.
7. John Nash, elected for one year, 1862; had served only one month when the City was placed under martial law.
8. Daniel Collins, elected for one year, 1863; re-elected, 1864 and 1865.



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**"Portsmouth Bargain House,"**

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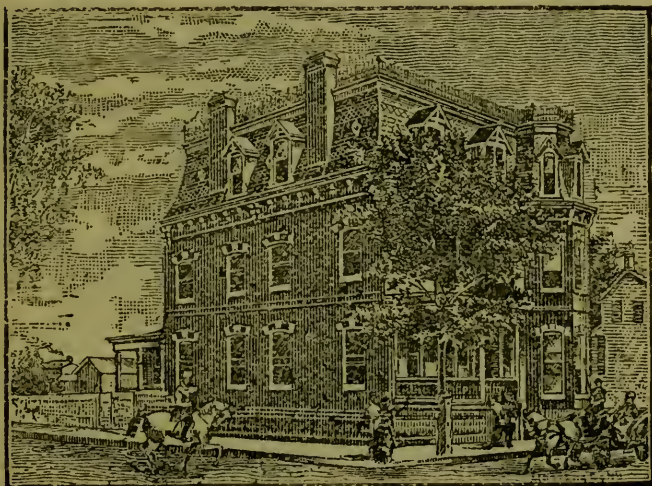
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 ent; Finzers' Fruit Jars, &c., for Summer use; Also, OIL STOVES of the latest and  
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9. James C. White, elected for one year, 1866; under the Reconstruction Act Mr. White served beyond the legal term for which he had been elected.

10. James E. Stoakes, appointed by General Schoolfield, May 1st, 1868.

11. E. W. Whipple, appointed by General Canby, October 5th, 1869.



RESIDENCE OF MR. B. H. OWENS.

12. Philip G. Thomas, elected for one year, 1870; re-elected, 1871.

13. A. S. Watts, elected for two years, 1872; re-elected, 1874.

14. John O'Connor, elected for two years, 1876.

15. J. Thompson Baird, elected for two years, 1878; has been re-elected at each subsequent election—1880, 1882, 1884 and 1886—and is the present incumbent of the office.

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## THE HUSTINGS COURT.

On the 4th day of May, 1858, in pursuance of the "Act incorporating the Town of Portsmouth as a City," &c., the Court of Hustings held its first session at the Court House. The Aldermen present on the occasion were: Samuel Watts, Arthur R. Smith, John Nash, William H. Morris, Moss W. Armistead, John S. White, Robert Dickerson, Wm. H. Davis and Edward Kearns. Alderman Smith presided and ordered to be recorded the certificates of qualification of the Aldermen who had been elected on April 22nd preceeding, viz: John Nash, Robert Dickerson, Wm. W. Davis, Arthur R. Smith, Wm. H. Peters and Wm. H. Morris, Aldermen for Jackson Ward; and Samuel Watts, John S. White, Charles R. McAlpine, Edward Kearns, Robert H. Cutherell and Moss W. Armistead, Aldermen for Jefferson Ward.

The following officers, having also been duly elected, qualified at this first term of the Hustings Court: Arthur Emmerson, Clerk; David J. Godwin, Commonwealth's Attorney; Claudius W. Murdaugh, L. C. P. Cowper and Virginius O. Cassell, Commissioners in Chancery; Joseph Hobday, Commissioner of the Revenue; Herman Mathews, Constable; Wm. H. Bingley, Deputy Clerk. Jas. Murdaugh, John S. Stubbs, L. C. P. Cowper, J. M. Brickhouse, James G. Holladay, James F. Crocker, D. J. Godwin, C. W. Murdaugh, V. O. Cassell, P. H. Daughtrey and Abram S. Watts, qualified to practice law in this Court; and D. J. Godwin, C. W. Murdaugh, A. S. Watts and John Emmerson qualified as Notaries Public, under commissions from His Excellency Henry A. Wise, Governor of Virginia.



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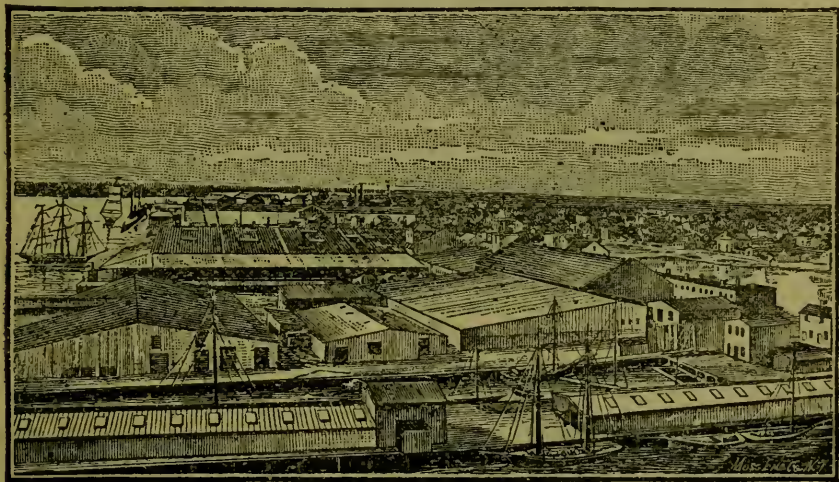
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**CARPETS, RUGS, OIL CLOTHS, WINDOW SHADES****AND MATTINGS.****300 High Street and 408 and 410 Middle Street,****Portsmouth, Va.**

## THE PARISH OF PORTSMOUTH.

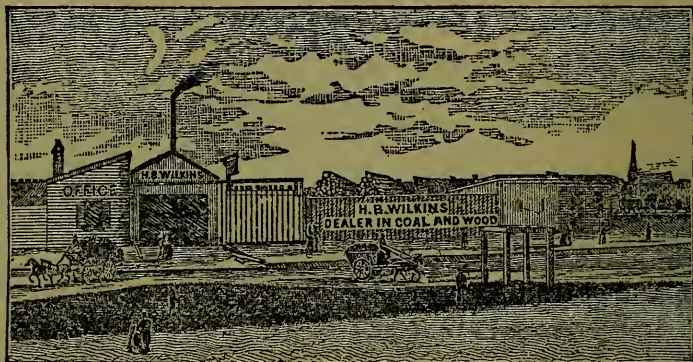
Prior to 1761, Portsmouth lay in the large original parish of Elizabeth River, which, however, had become unwieldly, owing to the increase of the population in the extended area which it covered. In March of that year, the General Assembly passed an Act for the relief of the parishioners, beginning as follows:



BIRD'S-EYE VIEW, LOOKING SOUTH—FROM G. ARMSTRONG & SON'S SAW MILL.

“Whereas the parish of Elizabeth River, in the County of Norfolk, by reason of the great extent thereof, is very inconvenient to the inhabitants, who have petitioned this present General Assembly that the same may be divided into three distinct parishes; Be it therefore enacted, &c., that from and after the first day of May next all that part of the said parish lying to the northward and eastward of Elizabeth River and the Eastern Branch thereof shall be one distinct parish and retain the name of Elizabeth River; and that all that part of the said parish lying between

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the Eastern and Southern Branches of the said river, running up New Mill Creek to Rotthery's mill, thence south, thirty degrees west, to the great Dismal Swamp, as far as the line dividing this Colony from North Carolina, and thence down the said line to the line of Princess Anne County, thence along the last mentioned line to the Eastern Branch of Elizabeth River, shall be another distinct parish, and shall be called and known by the name of St. Bride's; and that the remaining part of the said parish shall be one other distinct parish and shall be called and known by the name of Portsmouth.

"And whereas the vestry of said parish of Elizabeth River have been guilty of some illegal practices, oppressive to the inhabitants thereof, who have petitioned this present General Assembly that the said vestry may be dissolved; be it therefore further enacted, &c., that from and after the first day of May next the aforesaid vestry be, and the same is hereby dissolved, &c.

"And be it further enacted, by the authority aforesaid, that the freeholders and housekeepers of the said parishes of Elizabeth River and St. Bride's and Portsmouth, respectively, shall meet at some convenient time and place, to be appointed and publicly advertised by the Sheriff of the said County of Norfolk, at least one month before the eighth day of June next following, and then and there elect twelve of the most able and discreet persons of their respective parishes to be vestrymen thereof, who having, in the Court of the said County, taken and subscribed the oaths appointed to be taken by Act of Parliament instead of the oaths of allegiance and supremacy, and taken and subscribed the oath of abjuration, and repeated and subscribed the test, and also subscribed to be conformable to the doctrine and discipline of the Church of England, shall, to all intents and purposes, be deemed and taken to be the vestrymen of the said parishes, respectively."

The Act further provided for the sale of certain glebe lands, the proceeds of which were to be divided between the three parishes, and also for the partition among them of the funds collected by the vestry of the mother parish for parochial



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Chesapeake and Delaware Canal..	14	220	24	9
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Erie, of New York.....	345	110	18	7

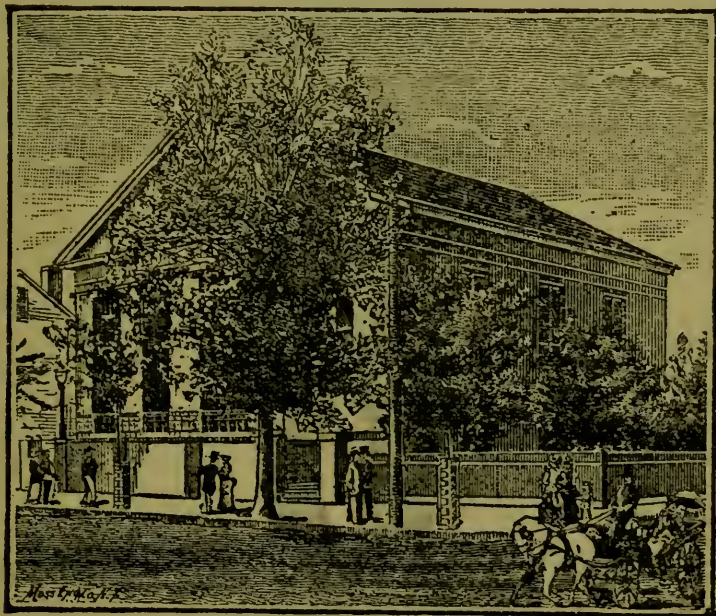
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21 GRANBY STREET.

purposes. This last-mentioned fund, when realized, was to be devoted to the building of churches, &c., in the new parishes. Accordingly, in the following year, 1762, the parish of Portsmouth built unto itself a parish Church—Old Trinity—which was restored and put in its present condition in the year 1829.



COURT STREET BAPTIST CHURCH.

Of Portsmouth Parish, Bishop Meade writes (in 1857) as follows:

“Of this I have rather more information, though no vestry book after 1761 affords it.

“We have seen that the Rev. Charles Smith was its minister when he died in 1773. He was succeeded in 1774 by the Rev. William Braidfoot

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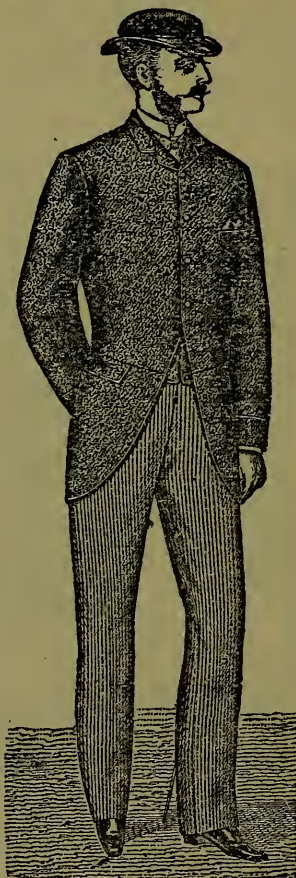
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He was a native of Scotland, and had not been long in the ministry when it became evident that war between England and the Colonies was inevitable; and, as he believed the Colonies were contending for their just rights, he warmly espoused their cause, and entered the army as chaplain, continuing to fill that station until the close of the war, when he returned to Portsmouth Parish, and died at the glebe about the year 1784 or 1785. Mr. Braidfoot married a Miss Mosely, of Princess Anne, and left one son, whose descendants are now living in Portsmouth. Mr. Braidfoot was succeeded by the Rev. Arthur Emmerson, son of one of the same name, who was minister on the Eastern Shore. The son was minister in Meherin parish, Greenville, and in Nansemond, before coming to Portsmouth in 1785. He ministered there from that time until 1801, much esteemed as a man and minister, though from feeble health unable to lead an active life. His wife was the widow of the Rev. John Nivison. He was followed by the Rev. George Young, who continued until the year 1808 or 1809. After his death or resignation, there was a vacancy until the year 1821, when the present rector, the Rev. Mr. Wingfield, began his labors in that parish. In the absence of any vestry book to supply the names of vestrymen before the time of Mr. Wingfield, I mention the following names of old friends of the church:—Sproull, Chisholm, Agnew, Herbert, Hansford, Joins, Dyson, Porter, Godfrey, Wilson, Wallington, Tankard, Parker, Veal, Roberts, Nivison, Marsh, North, Edwards, Davis, Luke, Cowper, Blow, Braidfoot, Dickson, Thompson, Young, Kearns, Grew, Garrow, Kidd, Mathews, Brown, Etheridge, Mushrow, Skelton, Pearce, Satchwell, Milhado, Cox, Butt, Maupin, Swift.

“As to churches, there were three built in Portsmouth Parish,—one in the town of Portsmouth, in 1762, on a lot in the centre of the town, given by William Crawford, Esq., the original proprietor of the land on which the town is built; one on the north bank of the Western Branch, and one near a village called Deep Creek. The church in Portsmouth was rebuilt and enlarged in 1829, under the rectorship of Mr. Wingfield. The country churches have long since fallen into ruins. When the present rector took charge of the parish in 1821, the vestry had long since been dissolved, and the members of the three congregations had united



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(Successor to W. A. Fiske & Bro.)

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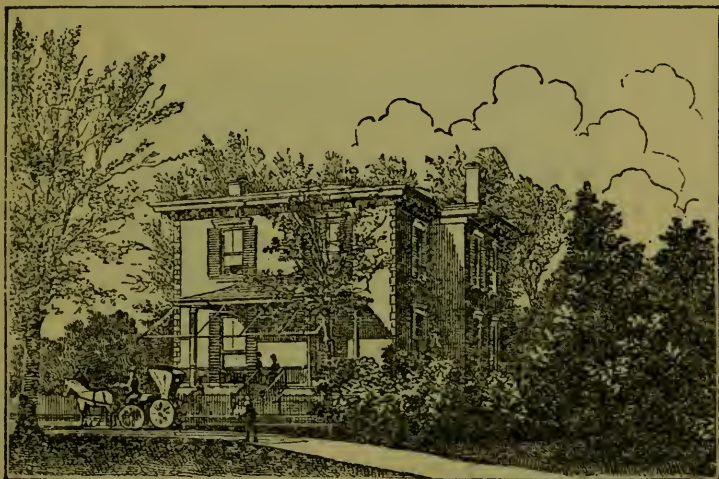
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themselves—as in many other places—with the various surrounding denominations.

“A few years since another congregation was formed in Portsmouth, a church built (St. John's), and the Rev. James Chisholm called to be its rector. After laboring zealously and preaching faithfully and affectionately for some years, he fell a victim, during the summer of 1855, to the yellow fever, when, with the spirit of a martyr, he was nursing the sick and dying of his congregation and of the town. For the particulars of the



NAVAL HOSPITAL—OFFICIAL RESIDENCE OF THE MEDICAL DIRECTOR.

life and death and character of this most talented and interesting young minister of the Gospel, I refer my readers to the ‘Memoirs of the Rev. James Chisholm’ by his particular friend and former parishioner, Mr. Conrad, of Martinsburg,—a biography which for thrilling interest is not easily surpassed.” \* \* \* \* \*

#### INCIDENTS OF THE REVOLUTION.

Portsmouth and its vicinity witnessed some important military events in the War of the Revolution, and our harbor

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**RIBBONS, &C.**  
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was the principal rendezvous of the British fleet, to which Lord Dunmore, the last "Royal" Governor of Virginia, had fled at the outbreak of active hostilities. The State Government turned all its attention to this point, where the danger appeared most formidable. Dunmore became alarmed at their defensive preparations and constructed batteries and intrenchments in the neighborhood, armed the tories and negroes, and levied upon the country people for cattle and provisions. The Virginia Government dispatched a detachment of minute-men, under Col. Woodford, into the county, with general instructions.

"Dunmore," says Botta, "apprised, of this movement, very prudently occupied a strong position upon the North bank of Elizabeth River, called Great Bridge, a few miles above Portsmouth. This point was situated upon the direct route of the provincial troops. Here he threw up works upon the Norfolk side and furnished them with a numerous artillery. The intrenchments were surrounded on every part with water and marshes, and were only accessible by a long dike. As to the forces of the Governor, they were little formidable: he had only 200 regulars and a corps of Norfolk volunteers; the residue consisted in a shapeless mass of varlets of every color. The Virginians took post over against the English, in a small village at a cannon-shot distance. Before them they had a long, narrow dike, the extremity of which they also fortified. In this state the two parties remained for several days without making any movement."

#### THE BATTLE OF GREAT BRIDGE.

~~The~~ Stratagem was at last employed by the Virginians to precipitate operations. A servant of Major Marshall (father of the great Chief Justice) after receiving careful instructions, deserted to the enemy, and informed Lord Dunmore that the colonial forces at the Bridge did not exceed 300 "shirt men,"



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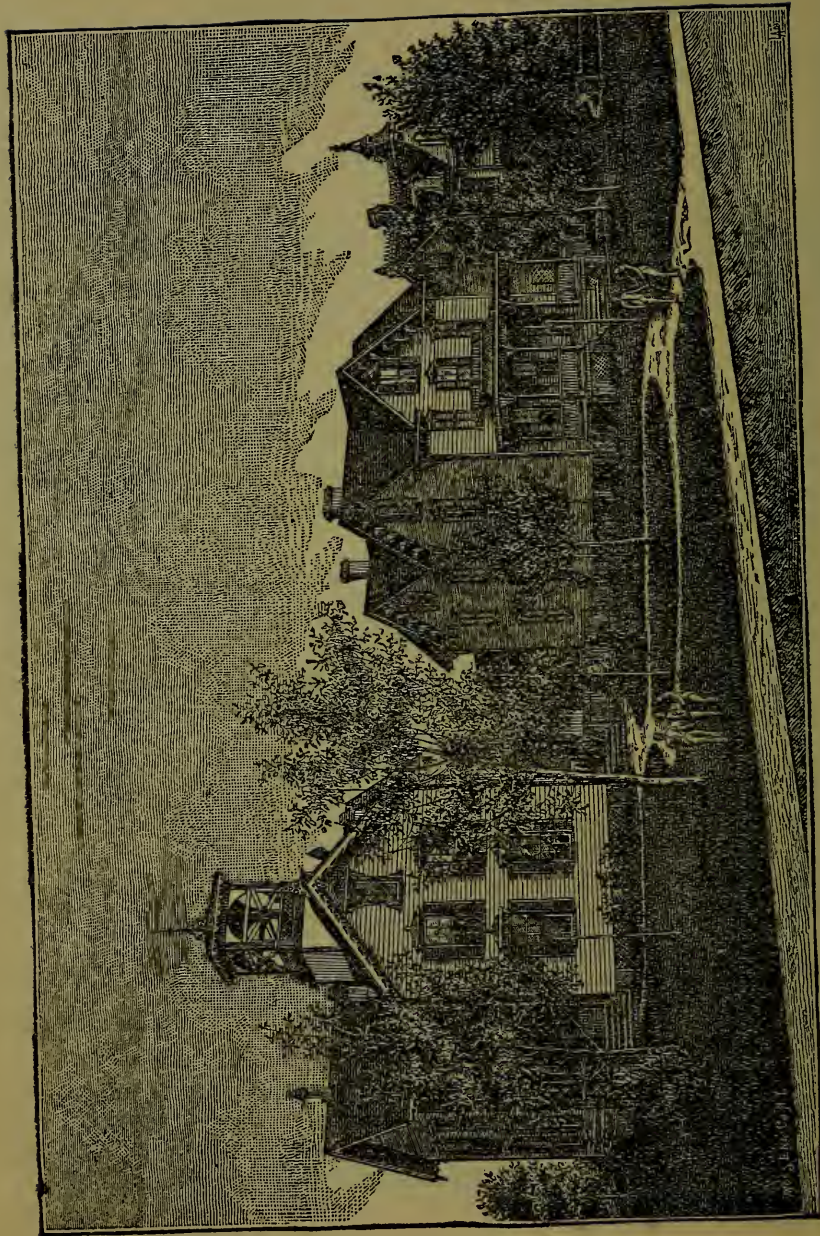
**TOBACCO & CIGARS,****524 Middle Street and 301 King street,****Portsmouth, Va.**

as the Virginians, whose uniform (?) consisted chiefly of hunting shirts, had been nick-named. Believing the story, the Governor, on the morning of December 9th, 1775. dispatched about 200 regulars and 300 volunteers, white black and mixed, under Captain Fordyce, to annihilate the "rebels." The following account of this action, in which the British were signally defeated, was published, five days later, in the *Virginia Gazette* :

"The Great Bridge is built over what is called the Southern Branch of Elizabeth River, 12 miles above Portsmouth. The land on each side is marshy to a considerable distance from the river, except at the two extremities of the bridge, where are two pieces of firm land, which may, not improperly, be called islands, being entirely surrounded by water and marsh, and joined to the main land by causeways. On the little piece of firm ground on the further or Norfolk side, Lord Dunmore had erected his fort, in such a manner that his cannon commanded the causeway on his own side and the bridges between him and us, with the marshes around him. The island on this side of the river contained six or seven houses, some of which were burnt down (those nearest the bridge) by the enemy, after the arrival of our troops; in the others, adjoining the causeway on each side, were stationed a guard every night by Col. Woodford, but withdrawn before day, that they might not be exposed to the fire of the enemy's fort in recrossing the causeway to our camp, this causeway also being commanded by their cannon.

"The causeway on our side, in length was about 160 yards, and on the hither extremity our breastwork was thrown up. From the breastwork ran a street, gradually ascending, about the length of 400 yards, to a church where our main body was encamped. \* \* \*

"On Saturday, the 9th inst., after reveille beating, two or three great guns and some musketry were discharged by the enemy, which, as it was not an unusual thing, was but little regarded by Col. Woodford. However, soon after he heard a call to the soldiers to stand by their arms, upon



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which, with all expedition, he made the proper dispositions to receive them. In the meantime the enemy had crossed the bridge, fired the remaining houses upon the island, and some large piles of shingles, and attacked our guard in the breastwork. Our men returned the fire, and threw them into some confusion, but they were instantly rallied by Capt. Fordyce, and advanced along the causeway with great resolution, keeping up a constant and heavy fire as they approached. Two field-pieces, which had been brought across the bridge and placed on the edge of the island, facing the left of our breastwork, played briskly at the same time upon us. Lieut. Travis, who commanded in the breastwork, ordered his men to reserve their fire until the enemy came within fifty yards, and then they gave it to them with terrible execution. The brave Fordyce exerted himself to keep up their spirits, reminded them of their ancient glory, and, waving his hat over his head encouragingly, told them *the day was their own*. Thus pressing forward, he fell within fifteen steps of the breastwork. The progress of the enemy was now at an end, and they retreated over the causeway with precipitation, and were dreadfully galled in their rear.

"Hitherto, on our side, only the guard, consisting of twenty-five, and some others, in the whole not amounting to more than ninety, had been engaged. Only the regulars of the 14th regiment, in number 120, had advanced upon the causeway; and about 230 negroes and tories had, after crossing the bridge, continued upon the island. The regulars, after retreating along the causeway, were again rallied by Capt. Leslie, and the two field-pieces continued playing upon our men. It was at this time that Col. Woodford was advancing down the street to the breastwork with the main body, and against him was now directed the whole fire of the enemy. Never were cannon better served; yet in the face of them and the musketry, which kept up a continual blaze, our men marched on with the utmost intrepidity. Col. Stevens, of the Culpeper battalion, was sent round to the left to flank the enemy, which was done with so much spirit and activity that a rout immediately ensued. The enemy fled into their fort, leaving behind them the two field-pieces, which, however, they took care to spike up with nails.

"Many were killed and wounded in the flight; but Col. Woodford



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very prudently restrained his troops from pursuing the enemy too far. From the beginning of the attack, till the repulse at the breastwork, might be 14 or 15 minutes; till the total defeat, upwards of half an hour. It is said that some of the enemy preferred death to captivity, from fear of being scalped, which Lord Dunmore cruelly told them would be their fate should they be taken alive. Thirty-one killed and wounded fell into our hands, and the number borne off was much greater. \* \* \*

"What is not paralleled in history, and will scarcely be credible, except to such as acknowledge a Providence over human affairs, this victory was gained at the expense of no more than a slight wound in a soldier's hand; and one circumstance which rendered it still more amazing is, that the field-pieces raked the whole length of the street, and absolutely threw double-headed shot as far as the church, and afterwards, as our troops approached, cannonaded them heavily with grape shot."

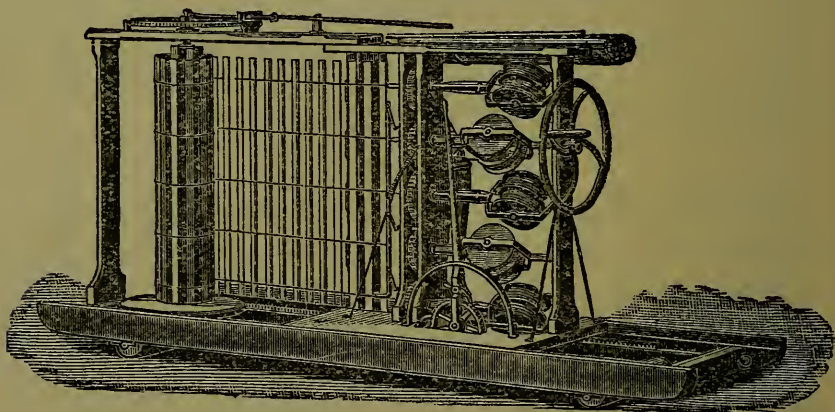
#### DUNMORE'S REVENGE.

The repulse of the British at Great Bridge determined the Virginians to march on Norfolk, "the stronghold of ministerial power and the focus of hostile enterprise." On the approach of a strong detachment, under Colonel Stevens, the "loyalists" hastily abandoned their intrenchments, spiked and dismantled their cannon and resorted in large numbers to the fleet, as the best asylum against the "patriots."

The latter, on acquiring the ascendancy, proceeded to make the situation very uncomfortable for the unfortunate tories who had remained on shore, either through reluctance to leave their property or through fear of the sea. The Governor was enraged at the insults and vexations to which his partisans were thus exposed and decided to avenge them. He sent a flag on shore demanding that the inhabitants should furnish him with provisions and cease firing. The reply was a flat

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refusal to make any terms whatever. He then resolved to bombard and burn the town and notified the citizens of his design in order that the women, children and non-combatants might be removed to a place of safety.

The bombardment of Norfolk by the frigate *Liverpool*, two sloops of war and the ship *Dunmore*, began on the 1st of January, 1776, and resulted in the total destruction of the town by fire and the abandonment of its vicinity by the Virginians, who established fortified positions at Kemp's Landing, the Great Bridge and Suffolk.

The difficulty experienced by Dunmore in procuring the necessary provisions compelled him also to abandon his intrenchments and to pursue a predatory warfare along the shores of Hampton Roads and Chesapeake Bay. He finally landed and intrenched himself at Gwyn's Island, in Mathews County, whence he was expelled by the provincials under Gen. Lewis, on July 8th, 1776, with heavy loss.

#### INVASION BY SIR GEORGE COLLIER.

On the 9th of May, 1779, Hampton Roads was again invaded by a British fleet, commanded by Sir George Collier. The Government of the State had erected Fort Nelson, a short distance below Portsmouth, on the West bank of Elizabeth River (near the site now occupied by the Naval Hospital) to protect Portsmouth, Norfolk and the Marine Yard at Gosport. This work was garrisoned by about 150 men, who abandoned it and retired to the Dismal Swamp, on the approach of the enemy.

A brief account of this invasion is given in the 4th volume of



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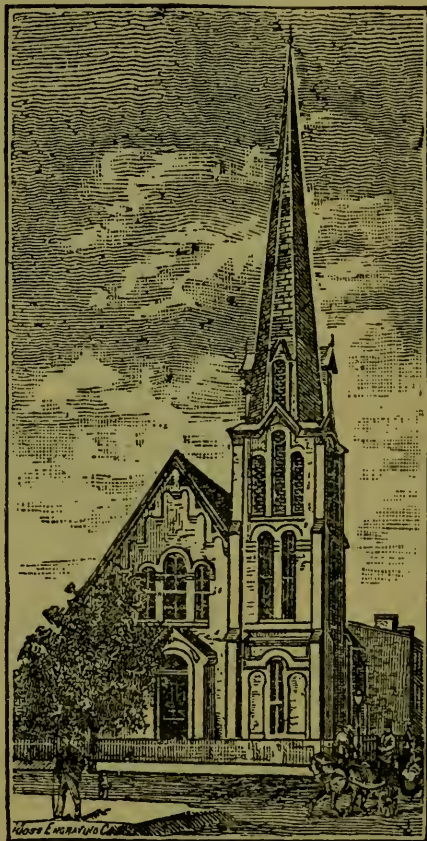
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**PORTSMOUTH, VA.**

the *Virginia Historical Register*, copied from "A Detail of some particular services performed in America during the years 1776, 1777, 1778 and 1779," published in England and probably taken chiefly from a journal kept on board the ship *Rainbow*, commanded by Sir George Collier. After giving an account of the capture of the American fortifications by Gen. Matthews, and the dispersion of the Virginia flotilla, the narrative proceeds thus :

"The Town of Portsmouth, within half a mile of the fort, was taken possession of at the same time. Norfolk, on the opposite shore, and Gosport, where the rebels had fixed a capital marine-yard for building ships, were all abandoned at the same time by the enemy, and the men-of-war moved up into the harbor, where they moored. The enemy, previous to their flight, set fire to a fine ship-of-war of 28 guns, ready for launching, belonging to Congress; and also to two large French merchantmen, one of which was loaded with bale goods and the other with a thousand hogsheads of bacon. The quantity of naval stores of all kinds found in their arsenals was astonishing. Many vessels of war were taken on the stocks in different forwardness: one of 36 guns; one



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P. O. Box 227, Portsmouth, Va.

of 18 ; three of 16 guns ; and three of 14, besides many merchantmen. The whole number taken, burnt and destroyed while the King's ships were in the river amounted to *one hundred and thirty-seven* sail of vessels—a most distressing stroke to the rebels, even without other losses. \* \*

\* \* \* Many of the privateers and other vessels fled up the different branches of the river, but as there was no outlet the Commodore either captured or destroyed them all. \* \* \* General Matthews having made application to the Commodore that the troops might be re-embarked on the 24th of May, in order to return to New York, Sir George endeavored to dissuade that measure being carried into execution till the return of the express he had sent to the Commander-in-chief of the army, to whom he had wrote in very strong terms, pointing out the infinite consequence it would be to the King's service, the keeping possession of Portsmouth, as the doing so would distress the rebels exceedingly, from their water communication from the Chesapeake being totally stopped, and by which Washington's army was supplied with provisions, and an end put to their foreign trade ; that the natural strength of the place was singularly great, both by sea and land, and might be maintained with a small force against a very superior one ; that the marine-yard was the most considerable one in America, and the quantity of seasoned oak timber there, for ship-building, very large ; which, as well as a vast deal of other stores, could not be embarked then for want of vessels, but might be sent, *by degrees*, to England, where it was much wanted. \* \* \*

General Matthews, however, conceiving himself tied down to the letter of his instructions, did not care to recede, and preparations were therefore made for abandoning this valuable settlement. As many of the naval stores as could be carried away were shipped off, but great quantities were unavoidably left behind and set on fire. The conflagration in the night appeared grand beyond description, though the sight was a *melancholy* one. Five thousand loads of fine seasoned oak-knees for ship-building, an infinite quantity of plank, masts, cordage, and numbers of beautiful ships-of-war on the stocks, were at one time in a blaze, and all totally consumed, not a vestige remaining but the iron-work that such things had been."



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REPAIRING DONE AT SHORT NOTICE.

The account from which the above is quoted states that on the day following that on which the squadron got to sea, they were rejoined by the express-boat, which had been sent to Sir Henry Clinton, and which brought his answer, "now of no consequence, as the evacuation of Portsmouth had taken place—a fatal and unfortunate measure, *universally regretted* by all who were acquainted with its importance, and the advantages which would have resulted to Great Britain from its being in possession of the King's troops." This error the British vainly attempted to repair two years later.

#### LESLIE, ARNOLD AND CORNWALLIS.

In October, 1780, Brigadier-General Leslie, with about three thousand troops from New York, landed at Portsmouth, and took possession of the ships and other property belonging to the Government. After a brief sojourn he sailed for Charleston, and shortly afterwards joined Lord Cornwallis.

Three months later, in January, 1781, the waters of Elizabeth River were again entered—and this time *polluted*—when the traitor, Benedict Arnold, invaded Virginia, and, for a time, made Portsmouth his head-quarters. Lord Cornwallis was also at Portsmouth, just previous to his fatal expedition to Yorktown.

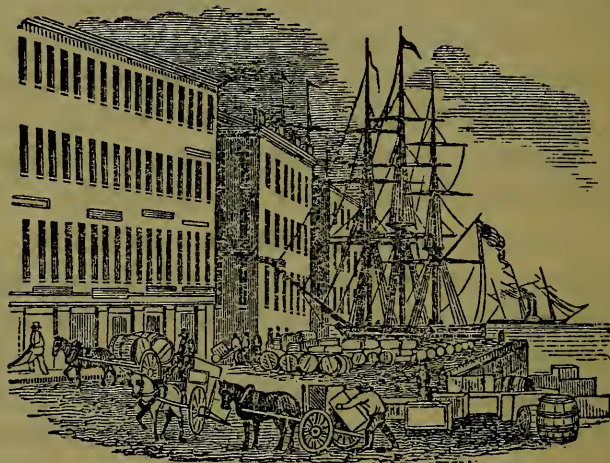
#### OF THE WAR WITH GREAT BRITAIN.

In 1812, Congress declared war against Great Britain, and for three years Virginia contributed liberally of her treasure, and the services of her people, to the defense of the country. As usual Portsmouth and the Gosport Navy-Yard were objects of special desire to the enemy, and in June, 1813, a powerful British fleet entered Hampton Roads and approached Craney

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Island, at the mouth of the Elizabeth River, where they met with a crushing defeat.

This event is related by Mr. Perkins in his "Late War," as follows :

"Before the British could enter the harbor, it was necessary to take possession of Craney Island. On the morning of the 22nd they were discovered passing round the point of Nansemond River, and landing on the main land in a position where the passage was fordable, with a view to pass over and attack the works on the west side of the island, while at the same time a number of barges from the fleet attempted to land in front. These were attacked before they reached the shore, from a battery on the beach, manned by the sailors and marines from the *Constellation* and the gun-boats. Three of the barges were sunk, most of the men drowned, and the rest compelled to retreat to their shipping. The party which landed at Nansemond were met and repulsed by the Virginia militia, and driven back to their ships, with the loss, including those in the barges, of upwards of two hundred in killed and wounded."

#### LAKE DRUMMOND.

Of all the curious phenomena with which this land of marvels abounds, this far-famed lake may certainly be ranked among the most wonderful. It lies wholly within the limits of the Great Dismal Swamp, of which it also occupies the highest elevation, being 22 feet above mean tide-water, into which it flows on all sides through natural or artificial channels. It is distant from Portsmouth about 18 miles, in a straight line, and about 25 miles by the Southern Branch of the Elizabeth River and the Dismal Swamp Canal. From the Canal it is approached by a "feeder", four miles in length, literally tunnelled through the dense foliage of juniper, cypress, gum and other heavy timber, and the still denser thickets of reeds and undergrowth



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which cover the quivering surface of the swamp. As the visitor emerges from the deep shadows of this silent pathway and glides out upon the broad bosom of the shoreless lake, he is at once impressed with the mysterious stillness and vast expanse of his surroundings—a voiceless, eternal solitude! Fish are plentiful in the lake, but not a bird or a beast is to be found in its neighborhood; though the outer margin of the Swamp is said to abound in deer, bears, wild turkeys and other objects of the hunter's delight.



THE NAVY YARD—THE "FORTUNE" and "DOLPHIN" LYING AT THE WHARF.

The Lake, says tradition, was first named Drummond's Pond, after the discoverer, who, wandering through the Swamp in search of game, came upon this sheet of water, and, by following its margin, managed to find his way into the open country, while his two comrades, less fortunate than he, were lost and never again heard of.

During his visit to Virginia in 1804, Erin's sweetest poet, Tom Moore, of melodious memory, wrote the following lines, which, although familiar to most readers, will bear repetition in PORTSMOUTH'S SKETCH BOOK, by reason of their own intrinsic

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## A BALLAD.

### THE LAKE OF THE DISMAL SWAMP.

WRITTEN AT NORFOLK, IN VIRGINIA.

"They tell of a young man who lost his mind upon the death of a girl he loved, and who, suddenly disappearing from his friends, was never afterwards heard of. As he had frequently said in his ravings that the girl was not dead, but gone to the Dismal Swamp, it is supposed that he had wandered into that dreary wilderness and had died of hunger or been lost in some of its dreadful morasses."—ANON.

"La poesie a ses monstres comme la nature."—D'ALEMBERT.

"They made her a grave too cold and damp  
For a soul so warm and true;  
And she's gone to the Lake of the Dismal Swamp,  
Where, all night long, by a fire-fly lamp,  
She paddles her white canoe.

"And her fire-fly lamp I soon shall see,  
And her paddle I soon shall hear;  
Long and loving our life shall be,  
And I'll hide the maid in a cypress tree,  
When the footstep of Death is near!"

Away to the Dismal Swamp he speeds—  
His path was rugged and sore,  
Through tangled juniper, beds of reeds,  
Through many a fen where the serpent feeds,  
And man never trod before!

And when on the earth he sank to sleep,  
If slumber his eyelids knew,  
He lay where the deadly vine doth weep  
Its venomous tear and nightly steep  
The flesh with blistering dew!



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And near him the she-wolf stirr'd the brake,  
And the copper-snake breathed in his ear,  
Till he, starting, cried, from his dream awake,  
"Oh ! when shall I see the dusky Lake,  
And the white canoe of my dear !"

He saw the Lake, and a meteor bright  
Quick o'er its surface play'd—  
"Welcome," he said, "my dear one's light !"  
And the dim shore echoed for many a night  
The name of the death-cold maid !

Till he hollow'd a boat of the birchen bark,  
Which carried him off from shore ;  
Far he follow'd the meteor spark,  
The wind was high and the clouds were dark,  
And the boat return'd no more !

But oft, from the Indian hunter's camp,  
This lover and maid so true  
Are seen at the hour of midnight damp  
To cross the Lake by a fire-fly lamp  
And paddle their white canoe.

From "time immemorial" this secluded and romantic pool has excited the interest and curiosity of Nature's Students, and numbers of excursionists, prompted by one or other of these motives, annually invade its privacy and endeavor to penetrate the mystery of its existence.

The Lake is nearly round and about 20 miles in circumference. There are of course many theories as to its origin, the most plausible of which, perhaps, is that, during some extensive fire in the Swamp, the crust covering this body of water, then a subterranean pool, suddenly gave way and sank to the bottom. This theory is sustained by the fact that out in the middle of the huge basin, charred trees can be seen in many places still standing, as they probably stood in prehistoric ages, grim guardians of Lake Drummond's secret.

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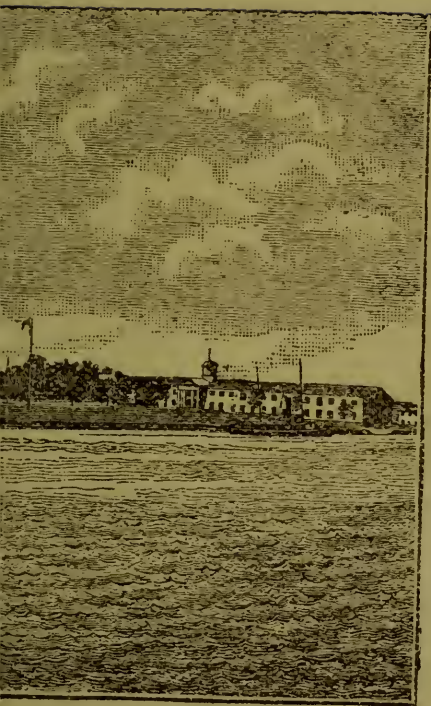
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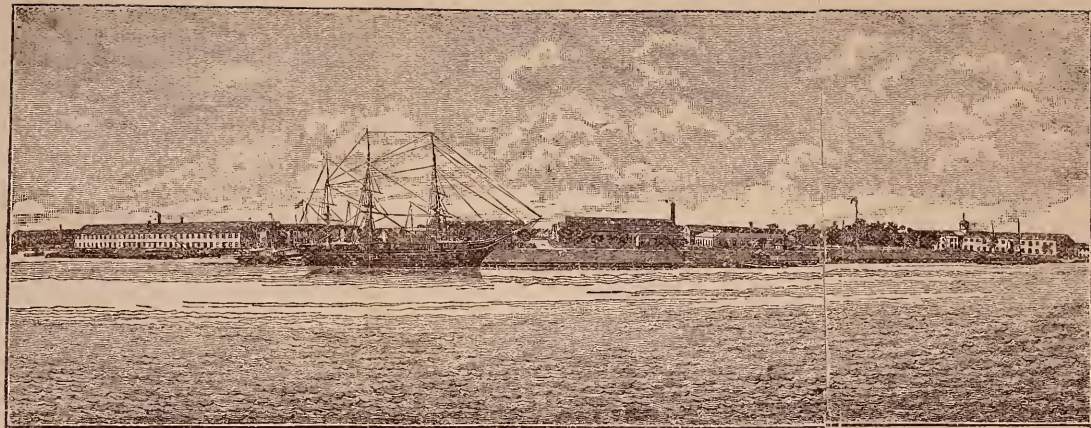


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GENERAL VIEW OF THE GOSPORT NAVY-YARD, FROM THE DECK OF THE U. S. RECEIVING SHIP "FRANKLIN."



## GOSPORT NAVY-YARD.

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**I**N 1874, Commander Edward P. Lull, U. S. N., (now Commandant of the Navy-Yard at Pensacola, Florida,) published, for the Bureau of Yards and Docks, Navy Department, "A History of the United States Navy-Yard at Gosport, Virginia," from which the following extracts are selected as bearing generally upon the growth and development of Portsmouth. Several incidents mentioned in the narrative are related elsewhere, with chronological reference, in our SKETCH BOOK, and need not therefore be repeated under this heading:

### ITS MILITARY VALUE.

"No Navy-Yard belonging to the United States, from its geographical position, is more important than that of Gosport, Va. Located near enough to the entrance of Chesapeake Bay to be easily accessible, it is, at the same time, in a position readily defended from attacks either by land or by water, and one, as has been repeatedly shown, which can be held by a small force against a very largely superior one. There is in the vicinity an abundant supply of timber and other material, while the close proximity of a populous city secures to it the command of all the skilled labor that can be required. Such is the mildness of the climate, that work of all sorts can be carried on at all seasons of the year without interruption. Hampton Roads, the outer harbor, is an excellent point of rendez-vous for a fleet or squadron.

"A glance at the map will demonstrate the very great importance of a naval station in this vicinity. The Chesapeake, with its navigable tributaries, penetrates into the heart of several of the richest States in the Union, reaching to the National Capital. A foothold in its waters would,



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therefore, be of the utmost strategic importance to an invading enemy, and would probably be one of the earliest objects sought by them, as past history has fully shown. The width of the entrance of the Bay is so great that it would be impossible to defend it except by a naval force, which should have a repairing, coaling and victualling station as near at hand as possible, consistent with entire defensibility for itself, with a reasonably secure outer harbor, large enough for the necessary manœuvres of a squad-



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ron in getting under way and forming. All of these conditions are admirably filled by the location of the Gosport yard.

### ITS ORIGIN.

“Just before the War of the Revolution, the British established a marine yard, for the use of its navy, on the site of the present Navy-Yard at Gosport, (as that part of Portsmouth has always been called,) having, as is stated in a letter now on file in the Navy Department, written in 1824, by Miles King, United States Navy-Agent, selected this point after a careful survey of all the ports within its dominions in North America, as the most

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eligible situation for a naval station. The name of Gosport was doubtless taken from Gosport, near Portsmouth, England, where one of the most important of the British dock-yards is located. There is a tradition that this spot had been used for some time by the British as a careening-ground for their ships, but the writer has not been able to find any proof of the fact. Mr. King's letter further states that scarcely had the British Government commenced its works for the completion of the naval establishment, when the Revolution began, and the yard, together with the adjoining property of Andrew Sprowle, the British Navy-Agent, became confiscate and forfeited to the State of Virginia.

### THE FIRST VIRGINIA NAVY.

"Virginia immediately commenced preparations for establishing a navy, and vigorous measures were adopted to that end. Several vessels were built or purchased. A rope-walk was established, which was probably at Gosport, though it is not certain. The published histories of Virginia and of the United States Navy are alike singularly silent upon the subject of the Virginia Navy. The most that the writer has been able to find have been the Acts of Assembly authorizing its creation, subsequent additions and changes, and its final abolishment.

"The Virginia Navy was employed mainly for the defense of the bays and rivers of the State. Commodore Barron was appointed its Commander-in-Chief, being styled 'Commodore of all the armed vessels of the Commonwealth.' His two sons, Samuel and James Barron, and also Richard Dale, all afterwards distinguished officers of the United States Navy, served under his command. At the conclusion of the war the State Navy was disbanded.

### SALE OF GOSPORT.

"By an Act of the General Assembly of Virginia, passed in May, 1784, Joseph Jones, Paul Loyall, William Lee, Mann Page, Benjamin Harrison, Thomas Nelson, Miles King, Henry Tazewell and John Kearnes were appointed commissioners for the sale of certain public lands belonging to the Commonwealth, among which were the lands commonly called



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Gosport, adjoining the Town of Portsmouth, except such part thereof as, in their opinion, may be necessary for the use of the public, taking care to lay off the said lands into lots, so as to make them uniform with the Town of Portsmouth.

"It seems that the commissioners above named never procured a meeting of a sufficient number to act, in consequence of which the law was amended in October of the same year, so as to place the appointing of the commissioners in the hands of the Governor, by and with the advice of the Council; and the commissioners were empowered to sell



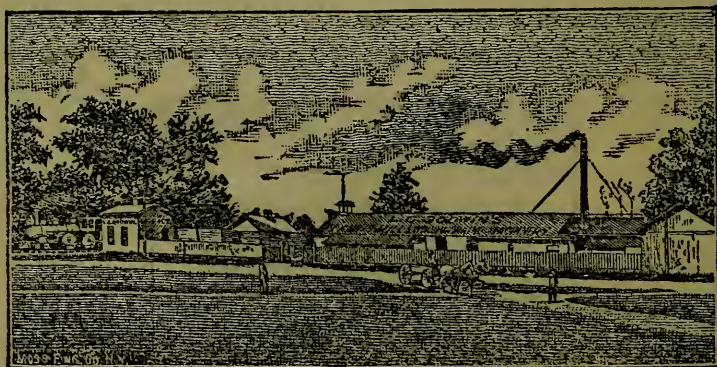
THE ARCADE STEAM-POWER PRINTING HOUSE.

such portions of the Gosport lands as the Governor and Council should direct, after having laid them off into lots and convenient streets. The persons appointed and who acted as commissioners for the carrying out of the law were William Ronald, Edward Carrington and Benjamin Temple.

"The marine-yard was retained for the benefit of the Commonwealth, though no use is known to have been made of it until the year 1794. The lands adjoining the yard were sold in 1785. A large portion of them, in addition to the yard, was afterwards purchased by the United States.

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## THE NAVY-YARD LENT TO THE GENERAL GOVERNMENT FOR SHIP-BUILDING PURPOSES.

"On the 27th of March, 1794, by an Act entitled 'An Act to Provide a Naval Armament,' the President was authorized by Congress to procure, by purchase or otherwise, equip and employ, to protect our commerce from the Algerines, four ships to carry 44 guns each, and two ships to carry 36 guns each, and to appoint the requisite number of officers to command them. The duty of carrying out the provisions of this law was assigned to the Secretary of War, the Hon. Henry Knox. \* \* \*

"In a report submitted to the House of Representatives by Secretary Knox, under date of December 27, 1794, after stating the character, armament, &c., of the vessels ordered, the materials to be used and how to be obtained and prepared, he goes on to say that, in order as well to distribute the advantages arising from the operation as to ascertain where the work could be executed to the greatest advantage, the building of the ships had been ordered in six different ports of the Union: one of the ports selected was Portsmouth, Va., where a frigate of 44 guns was laid down. \* \* \*

"The marine-yard at Gosport was lent to the Government by the State of Virginia, and, as will be seen further on, it was not purchased by the United States until several years later. Capt. Richard Dale was appointed superintendent of the yard; Josiah Fox naval constructor or master-builder; and William Pennock, navy-agent. \* \* \*

"On the establishment of peace, early in 1796, between the United States and Algiers, work was suspended upon the ship at this yard. \* In June, 1797, the materials on hand at Gosport were valued at \$52,989.

## THE WAR WITH FRANCE GIVES NEW IMPETUS TO THE WORK.

"The breaking out of the war with France in 1798 gave a fresh impetus to the infant navy, and considerable sums of money were appropriated by Congress for building, purchasing or hiring vessels to be used against that republic. \* \* \*

"In July orders were sent to Mr. Pennock to recommence work on



---

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JOS. T. PARKER.

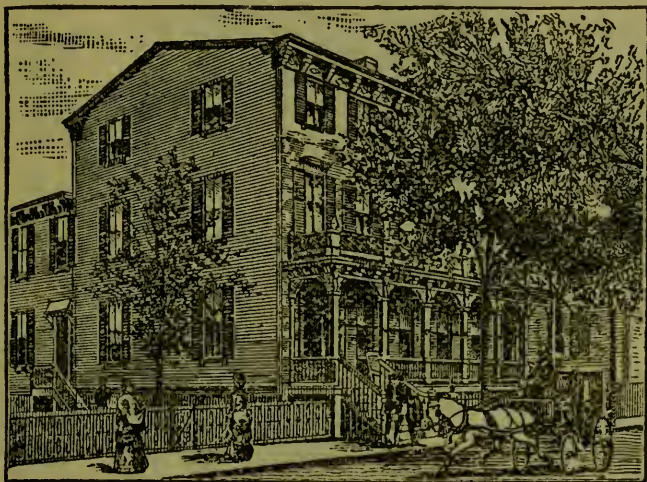
WM. G. PARKER.

**J. T. PARKER & BRO.,****WHOLESALE AND RETAIL GROCERS,****624 Crawford Street, 200 and 202 County Street,****PORTSMOUTH, VA.***Naval Stores, Cigars and Tobacco, and Choice N. Y. State  
Butter, Specialties.*

the frigate at Gosport, for which the name *Chesapeake* had been chosen. During the same month a brig of 200 tons which had been built near the navy-yard by Mr. Herbert, and which was nearly ready for launching, was purchased by the Government and fitted out, under the name of *Norfolk*.

\* \* \* \*

“Considerable activity prevailed at the yard during the remainder of the year. A brig was purchased by the citizens of some of the principal towns of Virginia, and presented to the Government. It was named the



RESIDENCE OF JUDGE LEGH R. WATTS.

*Richmond*, and was fitted out under the command of Capt. Samuel Barron, who had served in the Virginia navy during the Revolution. The vessels of Commodore Truxtun's squadron frequently resorted to the yard for repairs and supplies, and to pay off their crews. \* \* The yard was also made a depot for the supply of masts and spars to cruising ships, and even to vessels fitting at Baltimore and Philadelphia. \* \*

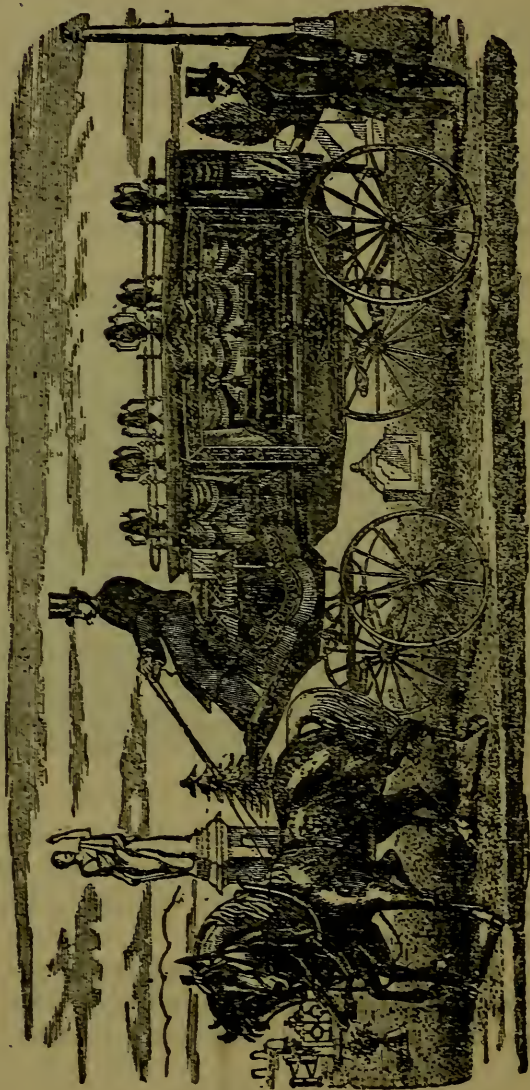
“In June, 1799, a brig, called the *Augusta*, was purchased and fitted out at Gosport.

“July 16, 1799, Commodore Samuel Barron was ordered to duty as

D. V. GASKINS.

CHAS. H. STURTEVANT.

## GASKINS & STURTEVANT



## UNDERTAKERS

610 MIDDLE STREET,  
PORTSMOUTH, VA.

superintendent of the yard; Mr. Pennock, the agent, not having exercised the degree of economy which the department desired.

### THE YARD PURCHASED BY THE UNITED STATES.

"The importance of the Gosport yard, particularly as an equipping, recruiting and victualling station, had now become so well established, that the Secretary of the Navy resolved to make it one of the permanent navy-yards of the country. \* \* \*

"January 24, 1801, \$12,000 were remitted to Mr. John Hopkins, of Richmond, Va., to be paid to the State, as the purchase-money of the Gosport lands, and under date of 15th June, 1801, a deed was executed by Governor Monroe, by which the title and jurisdiction of the property were conveyed to the United States. \* \* \*

### A MARINE GUARD SENT TO THE YARD.

"In October, 1801, a marine-guard was sent to Gosport yard, and the navy-agent was directed to furnish them with quarters. \* \*

"In April, 1802, Mr. Pennock recommends the building of a store-house for provisions, &c., within the yard. Up to that time private warehouses had been hired for the use of the navy-stores.

"April 26, 1802, Mr. Pennock was removed, and Daniel Bedinger was appointed navy-agent and superintendent of the navy-yard. \* \*

"In April, 1803, \$10,000 were sent to Mr. Bedinger to build a warehouse and timber-shed at Gosport. \* \* \*

"August 6, 1804, an order was sent to Mr. Bedinger detaching the marine-guard from the navy-yard and ordering it to Washington. \* \* During the summer of 1806 we find several gunboats and ketches fitting out and laying up, under the direction of Lieut. Arthur Sinclair.

"On the 28th of November, 1806, Capt. Stephen Decatur was ordered to superintend the building of four gunboats at Gosport. \* \* In July, 1807, Mr. Bedinger was ordered to contract for materials for ten additional gunboats, and a little later, to contract for building the same. Captain Decatur was ordered to superintend the construction. \* \*

"In November, 1807, a marine-guard was again ordered to the yard.



*Organized 1870.*

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February 10, 1808, Bedinger's appointment was revoked, and Theodore Armistead appointed in his place as navy-agent and superintendent of the navy-yard. \* \* \*

"In May, 1809, an order was sent to build a powder-magazine in the yard. \* \* \*

### THE FIRST COMMANDANT APPOINTED.

"July 7, 1810, the Department having become tired of the practice of



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operating the navy-yard under irresponsible civil administration, ordered Commodore Samuel Barron as commandant of the yard, the gunboats, the officers and men. \* \* \* Commodore Barron had scarcely entered upon his command when, on the 29th of October, 1810, he was overtaken by death. \* \* \*

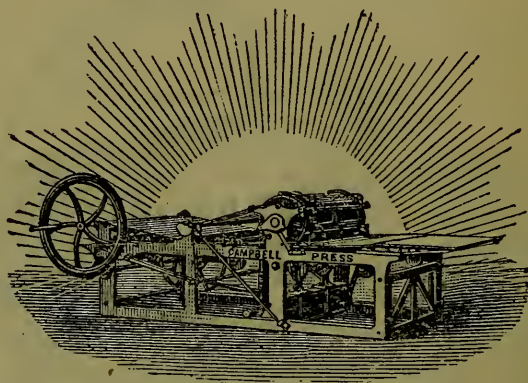
"In May, 1811, Capt. Samuel Evans was ordered as commandant, and from that time we find lieutenants, masters, medical officers, boat-

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swains and gunners attached to the yard and to the vessels in ordinary. Captain Evans continued in command until August 10, 1812, when Capt. John Cassin was ordered to relieve him. \* \* \*

"In September, 1818, Capt. Arthur Sinclair was ordered to this navy-yard to superintend the construction of the *Delaware*, under Capt. Cassin. \* \* We find about this period, and for some years after, considerable quantities of timber, plank, knees, masts and mast-pieces, and also of cordage, furnished from Gosport to the navy-yards in other parts of the country. \* \* \*

#### A SCHOOL FOR MIDSHIPMEN ESTABLISHED.

"In June, 1821, Captain Cassin was relieved by Capt. Lewis Warrington. \* \* In August, 1821, a school for midshipmen was established under the charge of Chaplain David P. Adams, on board the *Guerriere*, frigate. \* \* \*

"In December, 1826, Captain Warrington was relieved from the command of the yard by Master-Commandant James Renshaw.

#### THE DRY-DOCK.

"On the 25th of May, 1824, the Senate of the United States passed a resolution calling upon the Secretary of the Navy for information upon the following points: 1st. The expediency, usefulness, economy and necessity of a dry-dock of sufficient capacity for receiving, examining and repairing ships of the line. 2d. The best location for a dry-dock. \* \*

"The Hon. Mr. Southard, then Secretary of the Navy, in his answer to the resolution, under date of January 3, 1825, urged in very strong terms the necessity not only of one, but of at least two dry-docks for the Navy, at its then present size. \* \* In regard to the location, he quoted the opinion of the Navy-Commissioners, that there should be one in the eastern part of the Union and one in the waters of the Chesapeake. For the site of the first of these he proposed Charlestown, Mass., and for the second, Gosport. The following paragraphs are copied from the Secretary's letter:

"At Gosport there is also a valuable yard, with improvements; but there is not within its limits so good a position for a dock as upon the



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adjoining land, which may be bought for a small sum, and add much to the convenience and utility of the establishment already there. The Chesapeake and its waters form a first object in every plan relating to the national defense, and somewhere upon them must be placed an important portion of our naval means. Whether our principal depot ought to be there, the resolution does not direct us to inquire. But let that question be decided as it may, Gosport must be retained as a repairing and refitting station, to which resort can be had in cases of need. Lying behind the strong defenses of Old Point Comfort and the Rip Raps, it can never be unimportant as a naval position. *It has a numerous surrounding population, deep waters, susceptibility of defense, accessibility at all times, freedom from frost, great facilities in obtaining supplies of materials, and stands at once in the most important and connecting points in that great line of internal intercourse and navigation to which the public attention has at all times been so strongly directed.* \* \* "On the 25th of May, 1825, Commodore James Barron relieved Captain Renshaw as Commandant of the Yard. \* \*

"The work upon the dry-dock was commenced in November, 1827. Colonel Baldwin was appointed engineer in charge of the construction, \* \* and Captain W. P. S. Sanger was appointed resident engineer at Gosport. Captain Sanger continued the immediate charge of the work under Colonel Baldwin until its completion. \* \*

#### THE FIRST LINE-OF-BATTLE SHIP BUILT AT GOSPORT.

"On the 17th of June, 1833, the anniversary of the Battle of Bunker Hill, the dock was opened for the reception of the line-of-battle ship *Delaware*, the first liner built at Gosport, and the first national ship ever docked in a dry-dock belonging to the United States. \* \* The line-of-battle ship *North Carolina* was soon afterward admitted to the dock.

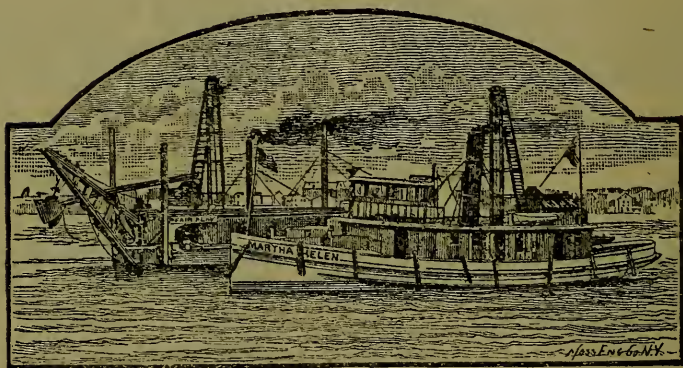
"The dry-dock was turned over to the Commandant of the Navy-Yard complete on the 15th of March, 1834. The total cost of the work was \$974,356.65. \* \*

#### ACTIVITY IN SHIP BUILDING.

"Commodore Warrington, who had assumed command of the yard

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May 26, 1831, continued it until the 7th of October, 1840. The yard was constantly used in the meantime for fitting out, refitting, repairing and laying up the ships and vessels of the Navy. The sloop *John Adams* was built in 1830. The frigate *Macedonian* was rebuilt here between the years 1832 and 1836. The surveying-brig, *Pioneer* was launched in 1836. The line-of-battle ship *Pennsylvania* became the receiving-ship in 1837. The sloop *Yorktown* was commenced in 1835 and launched in 1839. \* \*

"Commodore W. B. Shubrick assumed command of the yard in October, 1840, and retained it until October, 1843, \* \* The steamer *Union* was laid down at the yard in 1841 and launched in 1842. The store-ship *Southampton* was commenced in 1842.

"In October, 1843, Commodore Shubrick was relieved by Commodore Jesse Wilkinson as Commandant. \* \* The brig *Perry* was laid down in 1843. \* \* The sloop *Jamestown* was laid down in 1843 and launched in 1844. \* \* \*

#### PURCHASE OF "ST. HELENA."

"On the 26th of August, 1846, the lot of ground opposite the Navy-Yard" (on the Berkley side of the Southern Branch—see the inset chart) "and known as Saint Helena, was purchased and added to the yard. This ground was needed for ordnance purposes. \* \* Jurisdiction of the Saint Helena property was ceded to the United States by an Act of the General Assembly of Virginia, dated March 22nd, 1847.

"Commodore Lawrence Kearny became Commandant on the 1st of June, 1847. Some progress was made that year upon the launching-slip. \* \* The frigate *St. Lawrence* and the brig *Perry* were launched, The former had been on the stocks for over twenty years. The steam-frigate *Powhatan* was laid down. January 19th, 1848, Commodore John D. Sloat was ordered to relieve Commodore Kearny as Commandant. \* \*

#### IMPROVEMENTS AT THE YARD.

"Between the years 1850 and 1860 great progress was made in improving the yard, under current appropriations, while at the same time great activity prevailed in building, repairing, fitting out and laying up



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the ships and vessels of the Navy. The steam-frigate *Powhatan* was launched in 1850. \* \* Gas for lighting the yard and buildings was introduced in 1855. \* \* \*

"In 1855 the magnificent steam-frigates *Roanoke* and *Colorado* were laid down ; these vessels were finished and launched in 1857. The steam-sloops *Dakota* and *Richmond* were begun in 1858 and launched, the former in 1859 and the latter in 1860. A purchased steamer called the *Dispatch* was rebuilt in 1859 under the name of *Pocahontas*.



ST. JOHN'S (P. E.) CHURCH.

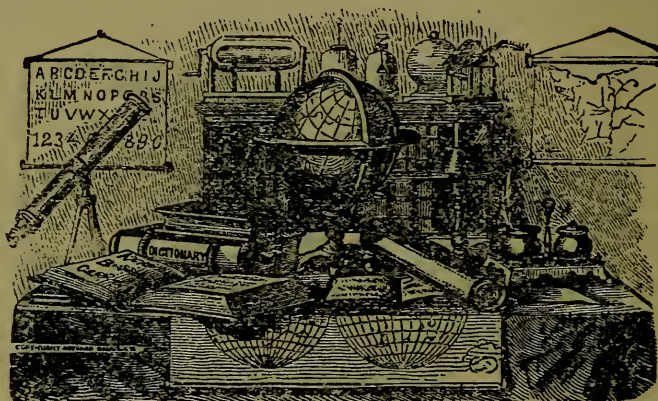
#### THE COMMANDANTS FROM 1851 TO 1861.

"The following were the Commandants of the yard during this period, viz: Capt. Silas H. Stringham from 17th February, 1851, to 1st April, 1852; Capt. Samuel L. Breeze from 1st April, 1852, to 10th May, 1855; Commodore Isaac McKeever from 10th May, 1855, until his death, which occurred on the 1st of April, 1856; Capt. Thomas A. Dornin from 6th May, 1856, to 30th April, 1859; Capt. Charles H. Bell from 30th

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PORTSMOUTH, VA.

April, 1859, to 1st August, 1860, when he was relieved by Commodore Charles S. McCauley."

#### EVACUATION OF THE YARD BY THE CONFEDERATES.

Here follows an account of the proceedings at the Yard from the beginning of the Civil War until the evacuation of this district by the Confederates on May 10th, 1862, the principal incidents of which will be found elsewhere in this volume under the heading—"The War Between the States."

Admiral Goldsborough, who commanded the Federal blockading squadron, thus reports his arrival at Portsmouth and the destruction effected by the Confederate troops before their departure, under date of May 12th, 1862 :

"I accompanied the President (Lincoln) and Secretaries Chase and Stanton yesterday to Norfolk, on board the *Baltimore*, but I did not return with the party (to Fortrèss Monroe.)

"In the afternoon I visited the navy-yard (at Gosport) and went all over it. It is still burning in many places. Nearly every thing is destroyed. Of the buildings, the officers' quarters alone remain intact. \* \* The dock-gates are all destroyed, and the pier-ends connected with the gates have been blown up to a partial degree, but otherwise the dock itself seems uninjured."

Continuing from Lull's History :

#### THE YARD RESTORED TO ORDER BY THE FEDERAL GOVERNMENT.

"Admiral Goldsborough took possession of all the naval property in the vicinity, including the yard, the magazine and the naval hospital.

"On the 20th of May, 1862, Capt. John W. Livingstone was ordered to the yard as Commandant. He at once commenced the work of putting the yard in as good order as its ruined state would permit. \* \*

"Considerable appropriations for the fiscal years ending July, 1865,



---

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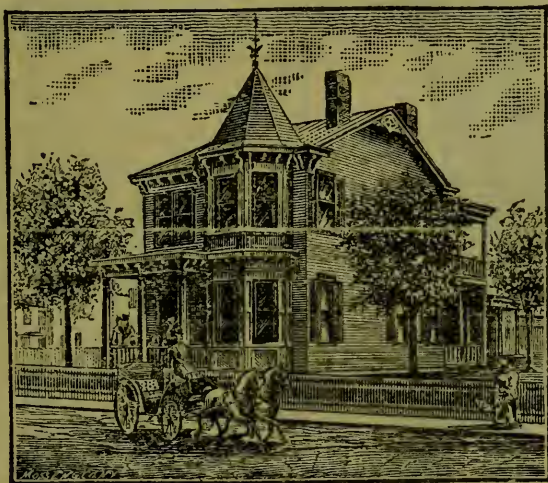
220 HIGH STREET

PORTSMOUTH, VA.

1866, 1867, respectively, were made by Congress for restoring the various work-shops, stores, wharves, cranes, shears and machinery in the yard. \* \*

" The restoration of the yard has been steadily progressing under the current appropriations. \* \* Dredging has been carried on from time to time, and is going on now, for deepening the channel off the yard, the design being to gain twenty-four feet of water at least. \* \*

" The following have been the Commandants of the yard since the repossession by the United States, viz: Capt. John W. Livingstone from May 20, 1862, to November 16, 1864; Capt. John M. Berrien from No-



RESIDENCE OF MR. WM. J. BRENT.

vember 16, 1864, to October 7, 1865; Commodore Robert B. Hitchcock from October 31, 1865, to August 7, 1866; Rear-Admiral S. C. Rowan from August 7, 1866, to July 23, 1867; Commodore A. H. Kilby from August 15, 1867, to October 1, 1870; Rear-Admiral C. H. Davis from October 1, 1870, to July 1, 1873; and Commodore Thomas H. Stevens from July 1, 1873, to the present time (1874.) \* \*

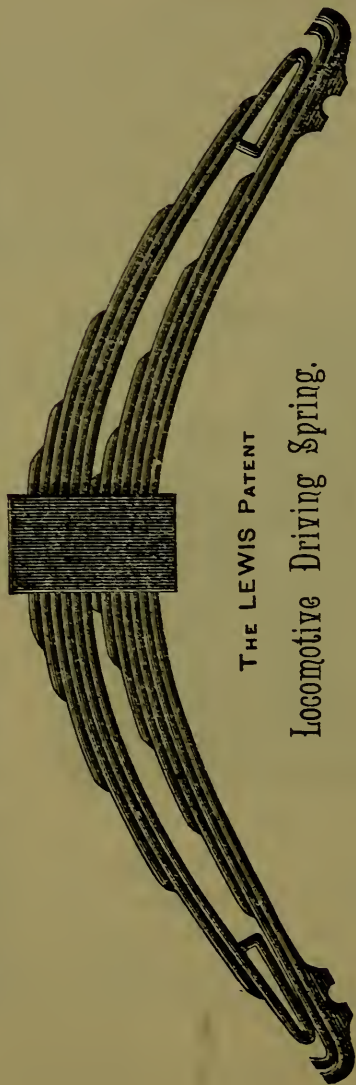
" It is earnestly hoped, in view of its great importance, that Congress will make such appropriations for the continued improvement of the yard

R. C. MARSHALL, PRESIDENT.

A. P. GRICE, TREASURER.

V. BUTT, SECRETARY.

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unanimously endorsed by a Naval Committee, as possessing simplicity, utility and efficiency in a high degree, are also manufactured and for sale by the

LEWIS SPRING MANUFACTURING AND SUPPLY CO.

**PORTSMOUTH, VA.**

at Gosport as shall make it commensurate with the needs of a first-rate naval power."

Since the publication of Captain Lull's book, from which the above excerpts have been taken, the Gosport Navy-Yard furnishes very little history, beyond the dry records of an establishment devoted to important industrial operations.

#### THE COMMANDANTS SINCE 1876.

Commodore Stevens was succeeded as Commandant on July 1, 1876, by Commodore J. Blakeley Creighton, who retained command until July 1, 1879. Commodore A. K. Hughes served from July 1, 1879, to July 6, 1882; Commodore W. K. Mayo from July 6, 1882, to April 10, 1885; Commodore W. T. Truxtun from April 10, 1885, to March 11, 1886. On the last-mentioned date the charge of the Yard was assumed by Captain George Brown, the present Commandant.

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#### THE YELLOW FEVER IN 1855.

The darkest season that ever dawned upon Portsmouth—darker than the stormy and anxious days of the Revolution, when the town was violated by the British invader and defiled by the presence of the traitor Arnold; darker even than the later and more terrible period of internecine strife which threatened the stability of the United States—was the Summer of 1855, when the Yellow Fever—that dread scourge of tropical America—was landed at our wharves from the *Ben Franklin*, which arrived here direct from the Island of St. Thomas, in the West Indies, about the middle of June, and



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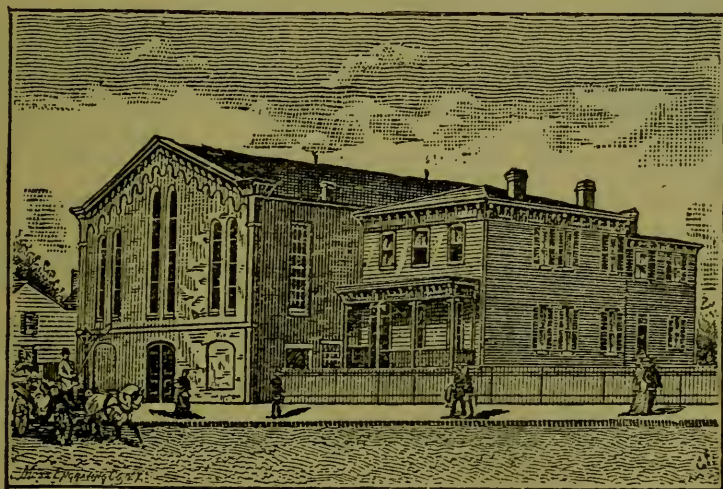
DEAR SIR: Reductions in the price of Guanos must be made, and we hereby inform the Merchants and Farmers that we have 300 different fertilizing formulas for the raising of Truck, Cotton, Tobacco, and Peanuts. We also manufacture goods to any formula sent us, always guaranteeing the best goods that can be bought in the market—charging only the market price and labor. Super-Phosphate, Ground or Dissolved Bone, Ground or Acidulated Fish and Tankage is the basis of all manufactured Guano, and purchasers pay more in buying the manufactured Brands than to have them made to order. It is well to bear this in mind, and we shall be pleased to give any information as to the price of putting up any formula sent us, or those we have on hand. We solicit your orders and warrant satisfaction. Very respectfully,

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was placed in quarantine by order of the Health Officer of the Port, under suspicion of being infected. After being detained for some days she was granted permission to proceed to Gosport for the purpose of being overhauled. Here her bilgewater was pumped out and a portion of her ballast was discharged upon the wharf. No apprehensions at her presence were entertained until Sunday, July 8th, when a young man, who had been employed on board her five days previously,



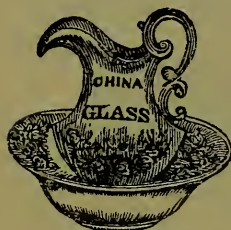
AFRICAN M. E. CHURCH AND PARSONAGE.

developed unmistakable symptoms of yellow fever and died in the afternoon of the same day. The case created intense excitement, and the Town Council, having been convened in extraordinary session, ordered the immediate return of the steamer to the quarantine ground.

But the precaution was taken too late. The mischief had

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been done and the pestilence had gained a firm foot-hold and spread with fearful rapidity, although the authorities took all possible steps to arrest its progress. A Relief Association was promptly organized to attend to the necessities of the sick and suffering and to superintend the expenditure of the contributions which soon began to pour in liberally from all parts of the country.

The epidemic had seized upon the community when totally unprepared for it, and the citizens were almost paralyzed by panic. All mercantile pursuits and mechanical operations were suspended, the wages of labor stopped and the stores closed. The Government gave up the Naval Hospital for the use of the fever patients, and Provision Stores were opened, whence food and other comforts were issued to those in need.

Physicians, apothecaries and nurses came from distant points to minister to the sick and dying, when the local staff had become exhausted with the incessant call upon their exertions, and many of these noble volunteers fell victims to their own self-sacrificing heroism. Three of the four successive keepers of the Provision Store died of the pestilence, as did also ten apothecaries and nurses and twelve physicians, of whom four—Drs. Parker, Trugien, Lovett and Nicholson—were regular practitioners of the city. The Rev. James Chisholm, Rector of St. John's Episcopal Church, the Rev. Francis Devlin, Priest in charge of St. Paul's Catholic Church, and the Rev. Vernon Eskridge, of the Methodist Church, remaining faithful to their holy mission, were constantly to be found at the bedside of the plague-stricken until themselves attacked by



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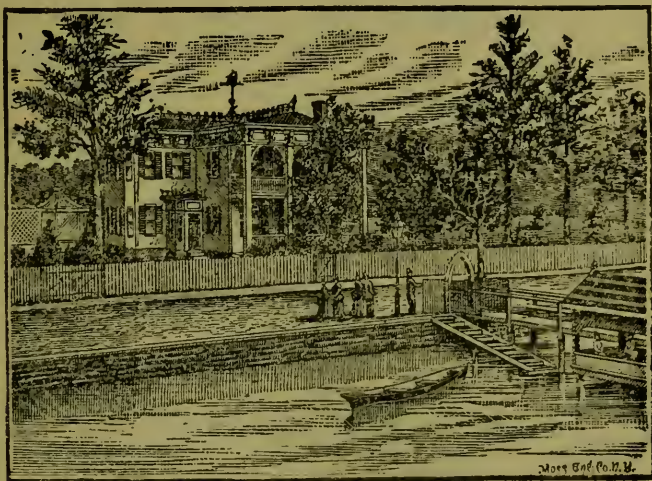
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the devouring pestilence and called upon to swell the number of its martyr-victims.

Among the other prominent citizens of Portsmouth who succumbed to the Yellow Fever during this dark, sad season were Captain George Chambers and Mr. Robert T. Scott. Members of the Common Council ; Dr. William Collins, President of the Seaboard and Roanoke Railroad Company, and



RESIDENCE OF CAPT. E. V. WHITE.

a host of other good and true men and women, from whose loss the city has not even yet wholly recovered.

The disease existed here as an epidemic for nearly four months, the last fatal cases having occurred on the 10th of November, and during that period nearly a thousand human beings had perished by its ravages.

Thousands of the more timid inhabitants had fled from

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the presence of the plague to seek refuge beyond reach of its fatal breath, but most of the City authorities, following the noble example of the Mayor, Mr. D. D. Fiske, and true to their own instincts of duty and humanity, remained here while the epidemic lasted, and thus rendered incalculable service to the community.

If this dire calamity can be said to have possessed any one cheering element, it was surely to be discerned in the spontaneous outpouring of sympathy and generosity which it evoked from every section of the country on behalf of the stricken and bereaved. So liberally had money been subscribed, that, out of the funds remaining in hand, the Treasurer was able to appropriate the sum of \$10,000 towards the establishment and maintenance of an Orphan Asylum—an institution which still lives and flourishes—a fitting monument to the Charity and Benevolence to which it owes its existence.

Thirty-one years have passed into history since that disastrous summer, and the City has been mercifully spared any recurrence of its horrors. No subsequent case of Yellow Fever has been known here; and, while it is true that every sea-port in the world is liable to the accidental introduction of cholera, yellow fever, small-pox or any other infectious or contagious disease, it may be fairly assumed that, with our present almost perfect sanitary conditions, together with the strict quarantine regulations now in force, Portsmouth to-day enjoys complete immunity from the risk of any similar calamity in the future.

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# THE WAR BETWEEN THE STATES.

---

## ITS GENERAL RESULTS.

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THE close of the year 1860 was marked by extreme apprehension and foreboding in Portsmouth, as well as all over the South, consequent upon the election of Abraham Lincoln to the Presidency of the United States. It is not necessary here to recapitulate the political differences and sectional animosities which culminated in the secession of the Southern States and the bitter struggle which followed this most momentous event in modern history. The following extract from an address, embracing an historical sketch of Norfolk County, delivered at Berkley on July 4th, 1876—the centennial birthday of the Nation—by the Hon. Legh R. Watts, then Judge of the County Court, and now President of our City Council, not only contains a summary of its results, quite sufficient to satisfy the objects of this narrative, but also expresses golden sentiments which it were well for every reader to lay to heart:

“ We have now reached the dark days of 1861, when a continent was riven by the wild blast of secession and the earthquake shock of civil war. Of the merits or demerits of that unfortunate struggle, it is not my purpose to speak; no good could result from such a discussion. Peace is the supreme need of our country, and the patriotic heart everywhere longs for reconciliation. It is best that the dead past should bury its dead, and that the mantle of charity and forgetfulness should be thrown over all the incidents connected with that terrible contest, and that nothing should be

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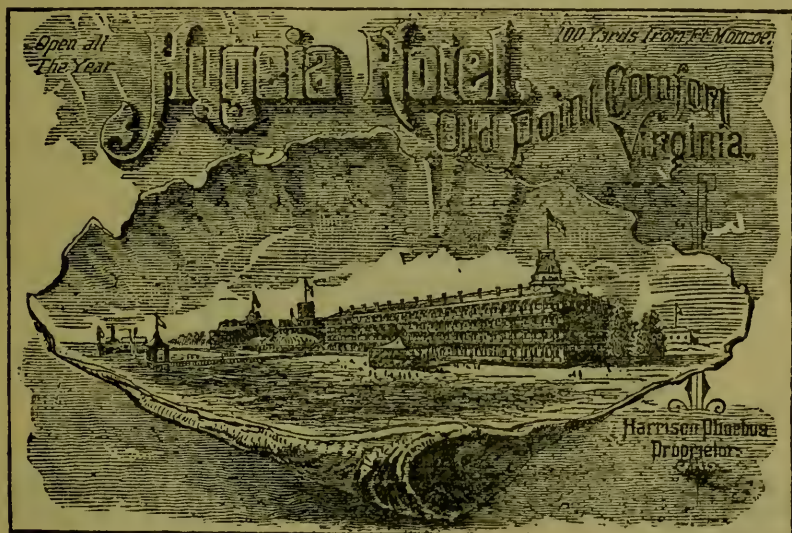
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remembered except the valor, the virtue, the fidelity to duty of those who offered themselves a holocaust to their country's need. Their memory should ever be cherished as a part of our priceless heritage, and their virtues should be commemorated in enduring marble and colossal bronze.

"I shall not attempt a detailed account of the part Norfolk County sustained in that conflict; it is fresh in the minds and memories of you all. From the first to the last she was true and unswerving in her fidelity and loyalty to the *Queen Mother, Virginia*, who claimed her highest alle-



HYGEIA HOTEL—OLD POINT COMFORT.

giance; and on every battle field, from Seven Pines to Appomattox, her sons stood shoulder to shoulder, with their compatriots of the Army of Northern Virginia, and followed with unshrinking fortitude and devotion the tattered banners of immortal LEE; until, amid the gloom of that disastrous April day, they laid down their well-used arms in final surrender, and, 'with the consciousness of duty faithfully performed,' gave their loyal pledge of submission to the result, and returned to their impoverished homes. The fidelity with which they have maintained this pledge



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is worthy of all praise; the assiduity and industry with which they have applied themselves to the honest labor of repairing their grievous losses is worthy of the highest commendation, and to their conduct the present condition of our country is largely due—a condition which is as satisfactory as her past is glorious, and gives assurance of a future radiant with hope and promise.

“Nature has done much for us, and it only requires energy and enterprise to utilize these advantages and turn them to good account. With a climate of unsurpassed salubrity and healthfulness, a soil of unrivalled fertility and productiveness, a location unexcelled by any on the Atlantic coast, why should we not attain a position of great commercial prosperity and importance? Our magnificent harbor and other advantages have attracted the attention and awakened the interest of statesmen of all ages, from the days of Sir Walter Raleigh, who was the first to appreciate them, down to the time of our loved and lamented scientist, the immortal Maury, and they must sooner or later command recognition from intelligent emigrants, who will then pour in upon us the wealth of their honest industry and untiring energy.”

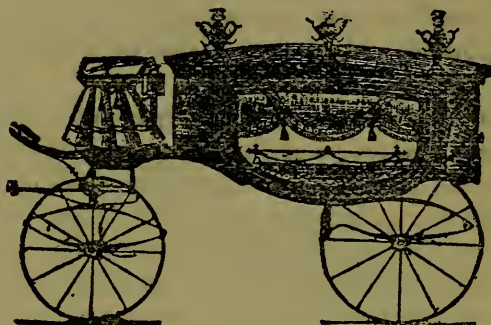
#### THE NAVY-YARD DESTROYED AND ABANDONED BY THE FEDERALS.

Some few events, however, are entitled to particular mention in these pages, as they bear specially upon the history of Portsmouth, and were participated in and witnessed by many of her surviving citizens.

When the gauntlet had been thrown down by Beauregard at Fort Sumter, and Lincoln, in response, had “let slip the dogs of war” upon the devoted Southern land, it soon became apparent that Virginia was destined to become the principal battle-field of the Eastern campaign, and the anxious attention of both Governments was naturally directed to the Navy-Yard at Portsmouth, which contained vast quantities of ordnance

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and military stores. There were also, on April 1st, 1861, at the Yard or in the stream, four ships of the line, with 342 guns; the steam-frigate *Merrimac*, 40 guns; three frigates, each of 50 guns; two sloops, of 22 guns each, and the brig *Dolphin*, 4 guns. In addition to these, the *Cumberland*, 24 guns, the flag-ship of the home squadron, was also lying off the Yard, fully manned.

Commodore Charles S. McCauley, the Commandant of the Yard, found himself in a position of extreme difficulty. On the one hand he was required by the Secretary of the Navy, "in view of the peculiar condition of the country", to exercise great vigilance in guarding the public interests and property committed to his charge; on the other hand he was cautioned to take no steps which would be calculated to give needless alarm; while his friends urged upon him the advisability of committing no act which, being regarded as hostile to the South, might "inaugurate civil war." The *Merrimac*, which was under repairs, was ordered to be got ready for sea and removed to Philadelphia with the utmost dispatch. This order was promptly complied with, so far as the preparation for her departure was concerned, but she was not destined to make the intended voyage.

On Saturday, the 20th of April, it was reported to the Commandant that State troops were arriving in the neighborhood of Portsmouth in large numbers from Richmond, Petersburg and the surrounding counties, and that obstructions had been placed in the river to prevent the escape of the United States ships. In order that the authorities at the Yard might be thoroughly deceived as to the strength of the force by



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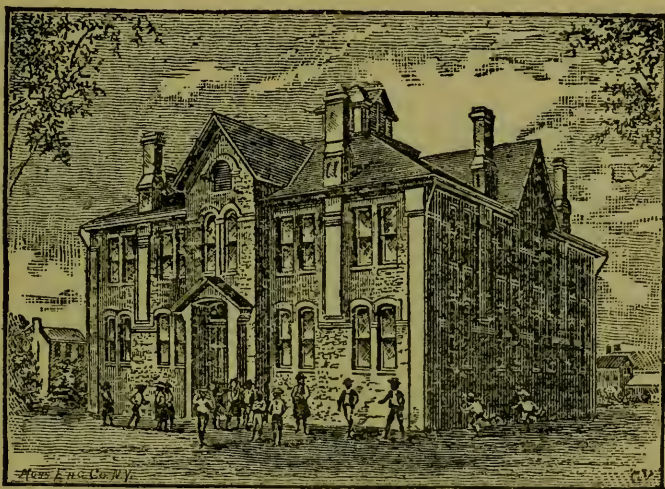
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which they were menaced, "trains of cars were sent out empty from the station at the water-side, and at a short distance from the City were filled with troops which had gone out for the purpose, and were then brought back, landing the men in plain sight of the ships; and this was repeated many times a day, of course conveying the impression that fresh troops were constantly arriving." Fort Norfolk had also been taken possession



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of by the United Fire Company, who had removed the powder from the magazine and mounted an ancient and useless cannon at a conspicuous point.

And now occurred one of the most extraordinary proceedings ever recorded in relation to military or naval economy. It must be remembered that war had not yet been formally entered upon; but so intense was the excitement and

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so strained the suspense, that the public mind seemed to have lost its balance and to have become thoroughly demoralized. Union-men and Secessionists, Federals and Confederates, Northern adherents and Southern sympathizers, were alike seized with the spirit of inconsequent folly, and proceeded—as in a veritable game of “cross-purposes”—to do those very things which their own calmer judgment would have most heartily condemned.

Commodore McCauley—although in full possession of the Navy-Yard, with its large amount of ordnance stores; with several powerful vessels in commission; with a sufficient force of blue-jackets and marines to repel any possible attack from the untrained recruits and amateur “military companies” which formed the only army as yet available to the Confederate cause; and within a dozen miles of Fortress Monroe, whence reinforcements could be drawn at an hour’s notice—now decided that the Yard and its contents were no longer tenable, and began at once to scuttle or otherwise destroy the ships, as a preparatory step towards a hasty flight. The vessels thus wholly or partially destroyed were the *Pennsylvania*, three-decker, 120 guns, the receiving-ship of the station; the *Delaware*, 74; the *Columbus*, 74; the frigates *Merrimac*, *Columbia* and *Raritan*; the sloops-of-war *Germantown* and *Plymouth*, and the brig *Dolphin*. The old frigate *United States* was left uninjured, and was afterwards used by the Confederates as a receiving-ship.

That night about 10 o’clock the *Pawnee* arrived from Washington, having on board Flag-Officer Hiram Paulding, who superseded Commodore McCauley as Commandant, and



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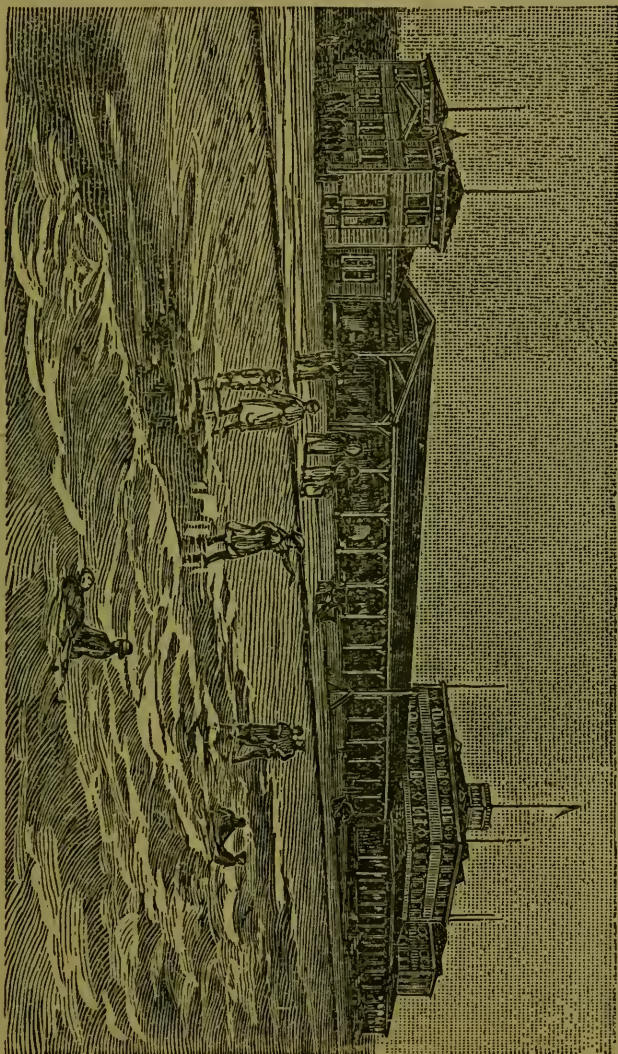
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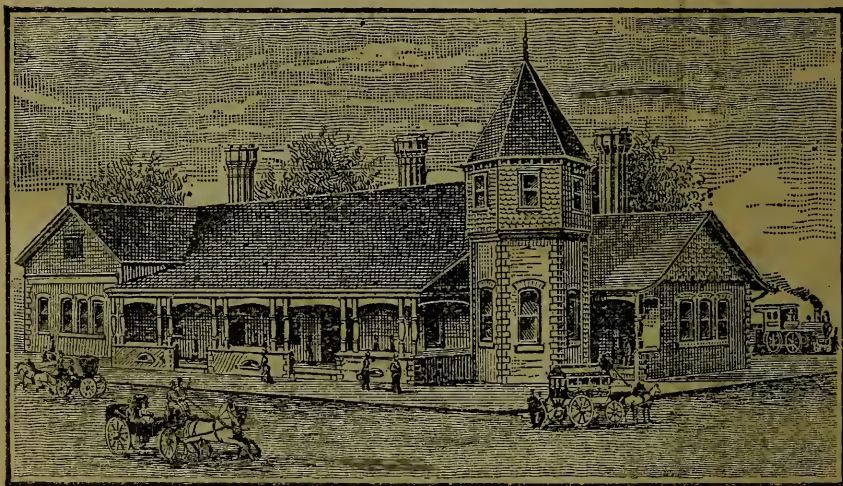


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immediately assumed command of the yard and the naval forces afloat in the harbor. Seeing that those of the vessels which had not yet touched bottom were quickly sinking, and that the situation, generally, was "past praying for," the new Commandant made haste to spike all the guns, in number over two thousand, and to complete the work of destruction begun by his predecessor. Early on the following morning—Sunday, April 21st—the store-houses, work-shops and ship-houses, with their contents, together with the various ships, were, at a given signal, set on fire, and in a few minutes the whole area of the Navy Yard and the river in its neighborhood seemed to be a sea of flame, illuminating the country for miles around. An attempt was also made to blow up the dry-dock with gunpowder, but this proved unsuccessful. After firing the yard, Commodore Paulding, with all the officers and men who remained faithful to the Federal Government, embarked on board the *Cumberland* and *Pawnee*, and, being unmolested in their passage down the river, arrived in safety off Fortress Monroe.

It is generally conceded that even at this point and with only these two vessels under his command, the Federal Commodore might have held the port indefinitely, and that, by training his guns upon the cities of Portsmouth and Norfolk, he could have effectually prevented any hostile demonstration from either shore. What, then, could have been more advantageous to the Virginians than to get rid of these dangerous but panic-stricken fugitives, on almost any terms? And yet, so blinded were the former by patriotic zeal and military ardor, that they actually placed obstructions in the channel near Seawell's Point in the suicidal attempt to prevent their escape!



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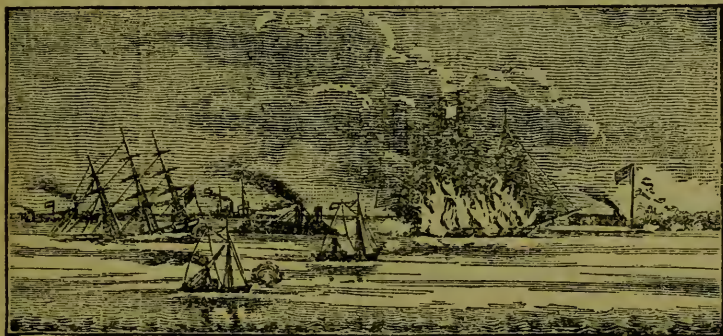
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**Agents for Bibb's Celebrated Fire-Place Heater.**

Had they succeeded, it is probable that the history of the Civil War would never have been written, and that military titles would never have become fashionable in the United States.

“MERRIMAC” AND “MONITOR.”

For a year Portsmouth was held by the Confederate Government, and was their chief military and naval depot. Here was also built the first American iron-clad, which was constructed under the direction of a Portsmouth man, Captain John L.



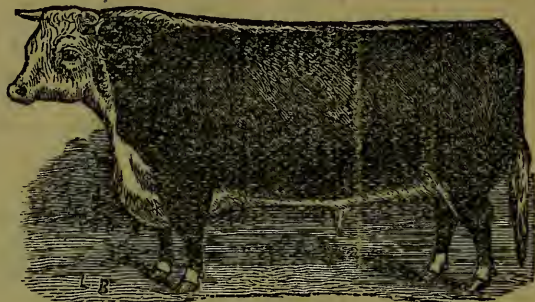
THE MERRIMAC'S FIRST ACHIEVEMENT.

Porter, the present Superintendent of the Portsmouth and Norfolk County Ferries. The steam-frigate *Merrimac*, as has been stated above, had been scuttled and burnt to her copper-line by the Federal authorities, when they abandoned the Navy Yard in April, 1861. She was subsequently raised by the Confederates and taken into the dry-dock, where she was repaired, refitted and clothed with iron armor. Meantime, Mr. Lincoln's cabinet, apprised of what was in progress here, felt "great solicitude in regard to this proceeding of the rebels,"

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(to quote Mr. Gideon Welles, Secretary of the Navy,) and had contracted with Mr. John Ericsson for an iron-clad turreted vessel, with guns of immense calibre, which, when built, was called, by his request, the *Monitor*. Great things were expected from this floating battery which sailed from New York for Hampton Roads on the 6th of March, 1862, under the command of Lieutenant (afterwards Admiral) Worden. But she did not reach her destination until "the day after the fair." The *Merrimac* had been armed and launched—under the name of *Virginia*—and had gone down to Hampton Roads on Saturday, March 8th, where she had at once engaged the whole fleet lying there, sinking the corvette *Cumberland*, burning the frigate *Congress*, and driving off the remaining vessels. General Wool telegraphed the startling news to President Lincoln from Fortress Monroe, stating that the fortress itself was in danger, as "the *Merrimac* was impenetrable and could take any position she pleased for assault." The cabinet at Washington was thrown into a state of alarm bordering upon panic. Mr. Stanton is reported to have exclaimed, on receipt of the news: "The *Merrimac* will change the whole character of the war; she will destroy, seriatim, every naval vessel; she will lay all the cities on the seaboard under contribution. I shall immediately recall Burnside. Port Royal must be abandoned. I will notify the Governors and the municipal authorities in the North to take instant measures to protect their harbors." From this it is clear that Mr. Stanton, at least, did not place much confidence in the ability of the *Monitor* to arrest the triumphant career of her rival iron-clad.



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Physicians' Prescriptions Carefully Compounded.

## THE MERRIMAC'S FIRST ENGAGEMENT.

As already shown, the *Virginia*—or *Merrimac*, by which name she was still generally known—had steamed down to Hampton Roads on Saturday, March 8th, 1862—mighty in her strength, proud in her courage and confident in her armor—prepared to give battle to any and every foe whom she might encounter. Her “opening performance” was brilliant beyond precedent, and the hopes of the Confederacy were extravagantly exalted by reason of her great achievement. She carried a full complement of officers and 320 men. The following is a partial list of the former: Franklin Buchanan, Commodore in command of the fleet and squadron, who had made the *Merrimac* his flag-ship and commanded her in person; Lieut. Catesby ap R. Jones, Executive Officer; Lieutenants Robt. D. Minor, C. C. Simms, J. Pembroke Jones, Hunter Davidson, John T. Wood, John R. Eggleston, Walter R. Butt; Surgeons, Dr. D. B. Phillips, A. S. Garnett; Paymaster, James A. Semple; Asst. Paymasters, Evan Allbright, C. J. Creekmur; Midshipmen, H. B. Littlepage, R. C. Foute, H. H. Marmaduke, Thos. R. Rootes, W. J. Craig, J. C. Long, C. K. Mallory, F. B. Dornin; Pilot (rank of Master), Wm. Parrish; Engineers—Chief, H. A. Ramsey; Assistants, Geo. W. City, John W. Tynan, Loudon Campbell, Benj. Herring, E. V. White, E. A. Jack; Gunner, C. B. Olliver; Boatswain, Chas. H. Hasker; Carpenter, Hugh Lindsey; Marine Officer, Lieut. Reuben Thom.

When the *Merrimac* had sunk the *Cumberland* and burnt her consort, the *Congress*—which had previously surrendered—she turned her attention to the *Minnesota*, which had run

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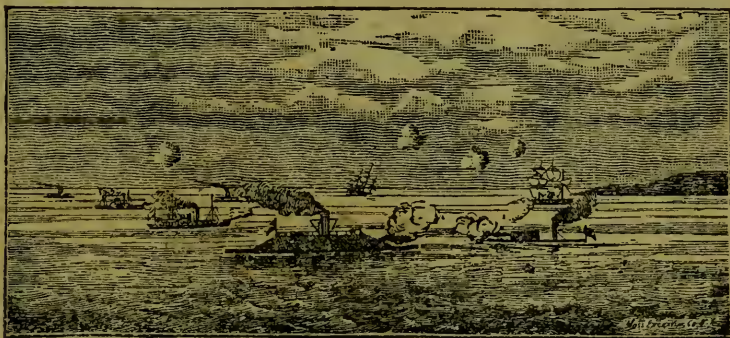
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aground in her effort to come to the rescue of her two unfortunate associates, and continued the attack until dusk, when she hauled off and anchored for the night opposite Seawell's Point. The loss to the Federals in killed, drowned, wounded and missing was nearly 400 men, while the total loss on the Confederate side did not exceed 60. This included the casualties reported by the gunboats *Patrick Henry*, *Beaufort*, *Jamestown*, *Raleigh* and *Teaser*, which had taken part in the



DUEL BETWEEN THE IRON-CLADS.

engagement. On the *Merrimac*, Commodore Buchanan and his flag-lieutenant Robert D. Minor were so seriously wounded that they were sent to the Naval Hospital at Portsmouth on the following morning, when the command of the squadron devolved upon Captain John R. Tucker, of the *Patrick Henry*, and Lieut. Catesby ap R. Jones succeeded to the command of the *Merrimac*.

#### THE DUEL OF THE IRONCLADS.

The morning of the 9th was foggy, and it was not till after 8 o'clock that the *Merrimac*, accompanied by the *Patrick*



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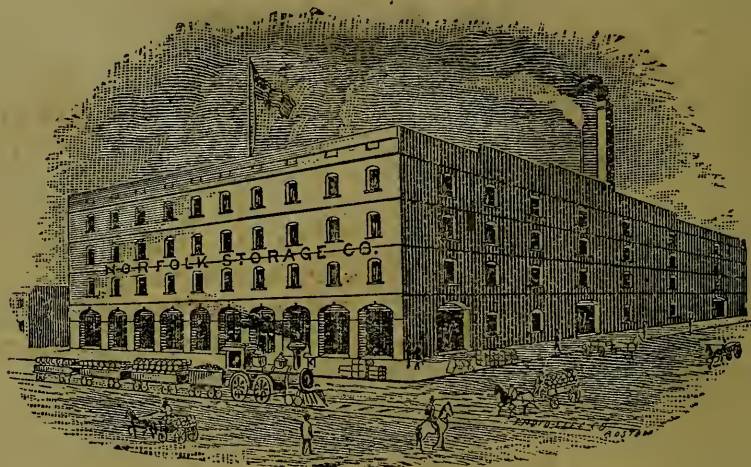
*Henry*, got under weigh for the purpose of completing the destruction of the *Minnesota*, and then seeking other victims to her prowess. It was now that the *Monitor*, which had arrived at Old Point on the previous night, made her first appearance on the scene. She engaged the *Merrimac* at once, while the other vessels remained inactive. An eye-witness writes :

“ It was a naval duel, though the *Merrimac* occasionally fired at the *Minnesota*, and received her shot in return. It appeared to be a battle between a giant and a pigmy ; but it should be remembered that the *Merrimac* was very hard to manage, and drew 22 feet water, whereas the *Monitor* was readily handled and drew but 10 feet water. In point off act, it was not necessary to manœuvre the *Monitor* at all ; for, as her turret revolved, all she had to do was to remain still. \* \* After some time the *Merrimac* succeeded in ramming the *Monitor* ; but her prow had been broken off in ramming the *Cumberland* the day before, and she did her no harm. The *Monitor* in turn attempted to run close to the stern of the *Merrimac*, in the hope of disabling her rudder, but was not successful. Towards 12 o'clock the *Monitor* steamed down towards Old Point, and the *Merrimac*, after waiting awhile, turned in the direction of Norfolk. \* \* The *Merrimac* went into dock at 6 o'clock the same day.”

Opinions have differed, and honest testimony has conflicted, during the last twenty-five years, in regard to the actual facts of this celebrated engagement—the first encounter between iron-clads in the world's history. But the preponderance of the evidence goes to show that the *Monitor* was the first to withdraw from the contest. Upon this point, at least, the testimony of Captain Van Brunt, who commanded the *Minnesota*, and witnessed the whole affair from the deck of his vessel—the fate of which as she lay aground depended upon the result of the encounter—was not likely to be biassed in favor of the *Merrimac*; and this is what he says about it :

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“For some time after this the rebels concentrated their whole battery upon the tower and pilot-house of the *Monitor*, and soon after the latter stood down for Fortress Monroe, and we thought it probable she had exhausted her supply of ammunition or sustained some injury. Soon after the *Merrimac* and the two other steamers headed for my ship, and I then felt to the fullest extent my condition. I was hard and immovably aground, and they could take position under my stern and rake me. I had expended most of my solid shot; my ship was badly crippled, and my officers and men were worn out with fatigue; but even in this extreme dilemma, I determined never to give up the ship to the rebels, and, after consulting with my officers, I ordered every preparation to be made to destroy the ship, after all hope of saving her was gone. On ascending the poop-deck I observed that the enemy's vessels had changed their course and were heading for Craney Island.”

The *Merrimac* had lost her prow which was of cast-iron and weighed 1500 pounds; her unarmed stem was badly twisted in her attempt to ram the *Monitor*, and she was leaking so freely that her immediate return to the dock was necessary, or she could not have remained long afloat. She therefore failed in her purpose of destroying the *Minnesota*, while the *Monitor* accomplished *her* object, which was to save her. To this extent alone she may fairly be regarded as the victor; but after the *Merrimac* had been repaired and returned to Hampton Roads, which she did on the 11th of April, under the command of Commodore Tatnall, of Georgia, neither the *Monitor* nor any other vessel of the Federal squadron, which had been largely reinforced, showed the least disposition to engage *her*. Three merchant vessels, which had been run on shore between Old Point and Newport's News as soon as the *Merrimac* appeared, were towed off by the Confederate gun-boats, with their flags hoisted Union-down under the Confederate flag, to taunt their



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ESTABLISHED APRIL 14th, 1873.

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# Portsmouth Daily Enterprise

## 105 HIGH STREET

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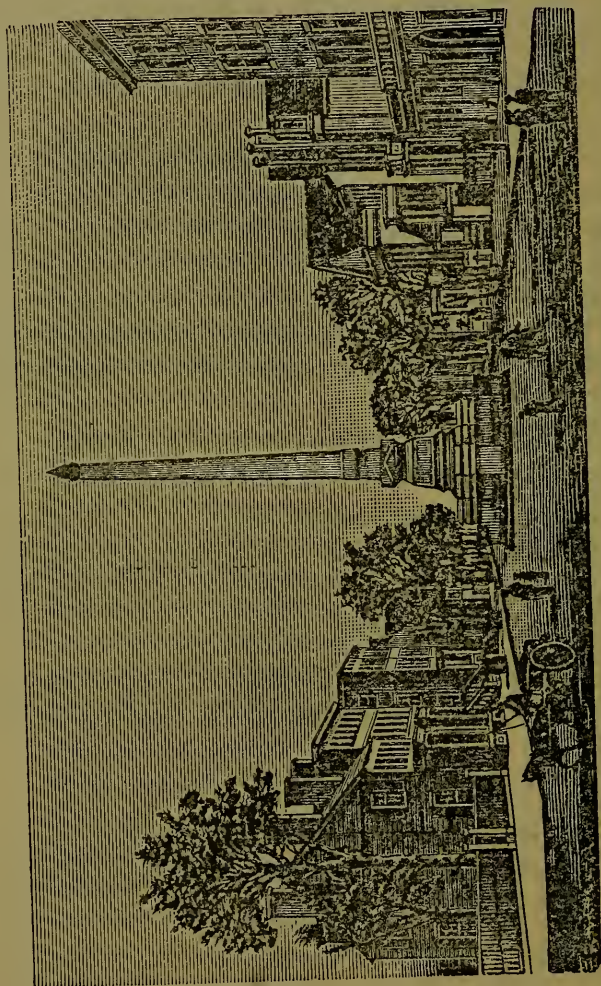
protectors and induce them to come up to the rescue, but this produced no effect. In fact for several days the Confederate squadron held possession of the Roads and defied the Federal fleet to battle ; but the latter persistently declined it, and maintained its position under the guns of Fortress Monroe.

" On the 8th of May," says the eye-witness already quoted, " only two days before the Confederates evacuated Norfolk, while the *Merrimac* was at the Navy-Yard, Flag-Officer Goldsborough took advantage of her absence to come above Old Point, with the *Monitor* and a number of other vessels, and bombard Seawell's Point. When the news was telegraphed to Norfolk the *Merrimac* cast off her fasts and steamed down the harbor. As soon as her smoke was seen the entire Federal fleet fled below Old Point again, and was pursued by the *Merrimac* until under the guns of Fortress Monroe."

Among those who formed the *Merrimac's* crew on this memorable occasion, and those who fought on board of her in the capacity of volunteer artillerists, the following survivors still reside in Portsmouth and its immediate neighborhood: E. V. White, Engineer ; C. J. Creekmur, Paymaster's Assistant ; C. B. Oliver, Gunner ; Wm. R. Jarvis, Carpenter's Mate, of the Ship's Company ; and Captain Thomas Kevill, Lieut. James E. Barry and Andrew J. Dalton, of the United Artillery, Volunteers.

#### THE END OF THE RIVAL GIANTS.

On May 10th, Portsmouth, Norfolk and all the fortified places in the neighborhood were evacuated by the Confederate forces, and the *Merrimac* became useless. She was too deep in the water to ascend James River, and the evacuation had practically cut her off from all kinds of supplies—ammunition as well as provisions. It was therefore decided to land her



MONUMENT "TO OUR CONFEDERATE DEAD."

crew near Craney Island and destroy the ship, to prevent her falling into Federal hands. She was accordingly put on shore the same night and fired. Early in the morning she blew up with a terrible explosion, and her crew followed the retreating army to Suffolk, 22 miles distant, which was reached the same evening. The *Monitor* was subsequently lost—December 30th, 1862—in a storm off Cape Hatteras. Thus both the champions, whose meeting had caused a profound sensation throughout the civilized world—destined, as it was, to completely revolutionize naval warfare—had ceased to exist before the eventful year which gave them birth had come to a close.

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## THE CONFEDERATE MONUMENT.

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ON the 8th of May, 1875, a meeting was held at the City Hall for the purpose of organizing the Portsmouth City and Norfolk County Monument Association. A large number of prominent citizens were present, and the following officers were elected: President, Major J. F. Crocker; Vice Presidents, Major W. H. Etheredge and Col. Wm. White; Treasurer, Major George W. Grice; Secretary, O. V. Smith; Directors, B. A. Armistead, J. T. Griffin, John G. Wallace, W. C. Wingfield, E. G. Ghio, James H. Toomer, D. J. Godwin, John H. Gayle, W. H. Murdaugh, Maj. F. W. Jett, C. W. Murdaugh, Judge L. R. Watts, C. T. Phillips, Thos. H. Brown, Alonzo Ives, Thos. M. Hodges, Jetson Jett and Wm. H. Stewart.



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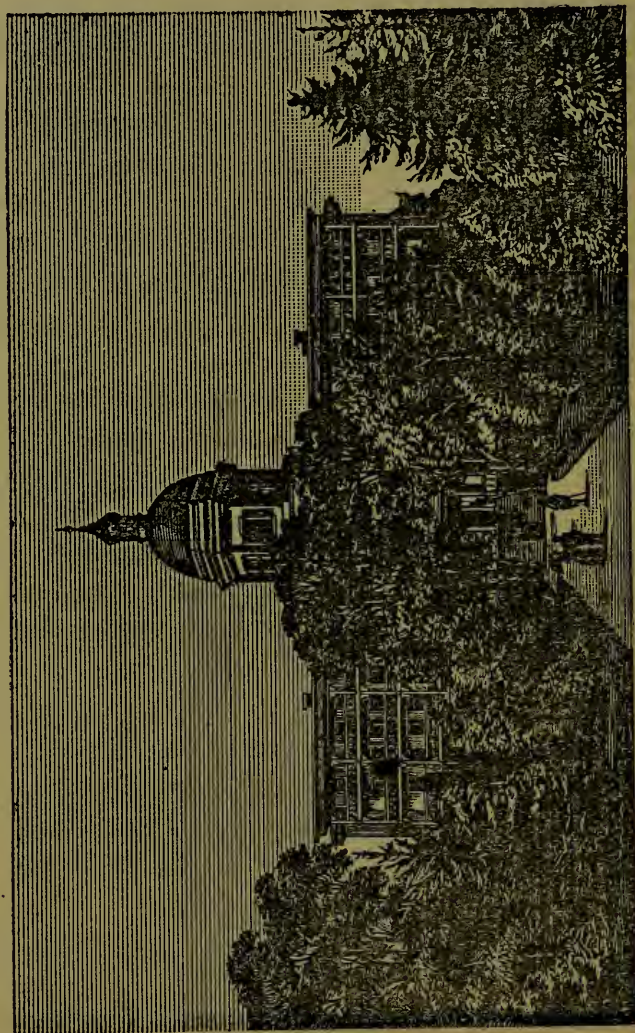
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At this meeting proposals were received for the erection of a monument, according to plans and specifications furnished by Capt. C. E. Cassell, architect, ranging from \$17,000 to \$19,000. It happened, however, that the Seaboard & Roanoke and the Raleigh & Gaston Railroad Companies had generously relieved the Association of a large portion of this expense by offering to present the granite from their quarries near Henderson, N. C., and to transport it, free of charge, to Portsmouth; the Association paying merely the cost of quarrying and handling the stone.

The site upon which the monument stands was selected at a subsequent meeting. Committees were appointed, collections and subscriptions were set on foot—the ladies being of course the most active workers—and on December 14th, 1876, the corner stone was laid with becoming ceremonies. On June 14th, 1881, the cap-stone was hoisted into position and set by the officers of the Ladies' Memorial Association in the presence of a large assembly of sympathisers. The monument is a plain granite shaft, ornamented at the cap, 35 feet 6 inches in height, resting on a base 20 feet high and 15 feet square including the buttresses—the entire height from the ground being 56 feet. It is surrounded by an ornamental iron railing, and the buttresses will shortly receive four life-size bronze statues representing the four branches of the Confederate service—infantry, artillery, cavalry and the navy. On the face of the cap-stone fronting South is carved a single star, and beneath it, on the die block, are the words—"To Our Confederate Dead." It is said to be the finest Confederate Monument in the South, except the one at Augusta, Ga., which cost \$23,000.



HOME FOR DISABLED VOLUNTEER SOLDIERS, HAMPTON.

## THE SOLDIERS' HOME, HAMPTON.

---

OLD Point Comfort, as its name implies, was regarded by the hardy and adventurous voyager of three centuries ago as a "haven of rest," after the storms and perils of the pathless Ocean. But in those remote days it was a mere strip of barren land, where the infrequent rushes nodded in the breeze and the wolf made his solitary lair. Great changes have marked the scene since then, and the once desolate marshes are now reclaimed and dotted with "tower and town and hamlet," far as the eye can reach.

On nearing Old Point from Portsmouth and Norfolk, the visitor will notice from the steamer's deck, to the left of Fortress Monroe and the famous Hygeia Hotel, (and fronting the waters of Hampton Roads,) an imposing structure, surmounted by a spangled dome and surrounded by other handsome buildings, all delightfully situated in the midst of ornamental trees and statuary, beyond which are broad stretches of highly cultivated land. This is the Southern Branch of the National Home for Disabled Volunteer Soldiers.

It was founded in 1871, by the Federal Government, as an asylum for wounded and disabled veterans, so that the original title given to this locality—Old Point Comfort—still holds good. At first only fifty inmates were sheltered, but as the "Home" became better known for the recuperative virtues of its climate and water, the number gradually increased, until



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## ELIGIBLE SITES

FOR

# Manufacturing Concerns

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### THE WATER-FRONTAGE PROPERTY OF DR. WM. SCHMOELE, JR.

---

A glance at the inset chart of the Southern Branch and its shores will convince the reader that there are few cities whose immediate vicinity furnishes such excellent locations for manufacturing and industrial establishments, of almost any nature, as does that of Portsmouth. It will be seen that nearly the whole of the western bank of the river from Back Creek to the Locks of the Dismal Swamp Canal is in the hands of one proprietor, Dr. WM. SCHMOELE, JR., and that the water frontage, along nearly its whole length, projects within a few feet of the natural channel, which, with the exception of one or two narrow bars, is deep enough for all industrial purposes. Within the last few months negotiations have been pending (and are now almost concluded) for the purchase of a considerable tract of this land by a wealthy Company, who intend to establish here an important manufacturing enterprise; and their example will doubtless be followed before long by many other concerns desiring eligible locations for similar purposes. With our magnificent harbor and unexcelled railroad and shipping facilities for transporting products to all parts of the world, it may confidently be claimed that no better opportunities are available for acquiring valuable property on easy terms than are now to be secured on the tract above referred to, and it is very certain that the prices of this class of real estate must shortly advance, owing to the improvements which will be made. Capitalists and others interested in mechanical industries should not fail to call upon or communicate with DR. SCHMOELE before investing their money elsewhere.

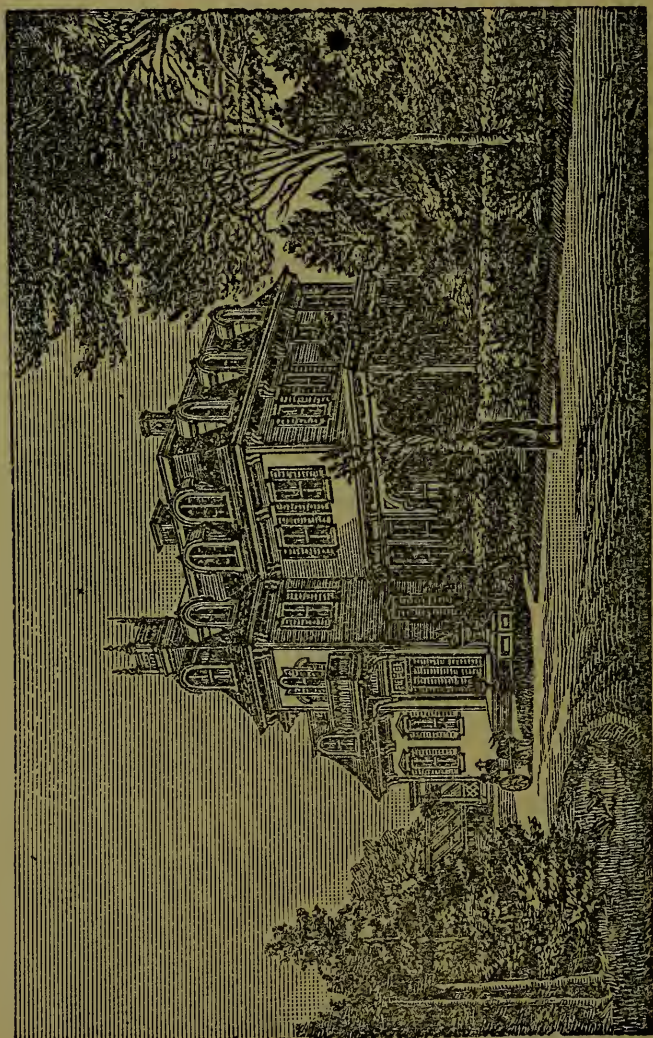
at the present time nearly seventeen hundred old soldiers are accommodated.

Captain P. T. Woodfin, the present Governor, took charge on January 17th, 1873, and the evidences of his prosperous rule appear to multiply at every turn. The grounds are tastefully laid out and traversed in all directions by dry, solid drives or gravelled paths; a base-ball park and agricultural grounds have been provided, while graceful and substantial buildings have been clustered so as to greatly enhance the beauty of the landscape. Along the water-front a solid plank walk, known as "The Boulevard," has been built, together with a large wharf and commodious bath-house for the use of the inmates.

The officers of the institution are Captain P. T. Woodfin, Governor; Captain Wm. Thompson, Treasurer and Secretary; and Dr. S. K. Towle, Surgeon. General George B. McClellan was for several years local manager, and took great interest in the Home. Since his death General James S. Negley has been appointed his successor.

The main building, which forms the subject of our illustration, is four stories high and each story is surrounded by a broad piazza. It is supplied with all the modern comforts and conveniences, and on its summit is the observatory, from which an ever changing panorama of land and water is presented.

Ward Memorial Hall, built from funds bequeathed by Mr. Horatio Ward, of London, England, contains the refectory, billiard hall, and theatre. A new hospital has been recently completed at a cost of \$125,000. The Officers' Quarters are in neat cottages along the water front. The Governor's and Treasurer's offices occupy suitable buildings, as also the



SOLDIERS' HOME, HAMPTON—OFFICIAL RESIDENCE OF THE GOVERNOR

Library, Fire-Engine House, Conservatory and other useful departments. An Artesian well supplies excellent water.

This institution, which possesses numerous attractions in addition to those enumerated above, has received under its friendly shelter thousands of broken down soldiers, many of whom it has sent away with renewed health and strength—now active citizens, able to take their part once more in the battle of life.

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## METEOROLOGICAL FREAKS

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**D**ESPITE the obvious fact that the State of Virginia, and especially its Eastern portion, enjoys geographical and climatic advantages superior to those of any other State in the Union, it nevertheless happens that, in common with every other spot on the earth's surface, she is occasionally visited by what might fairly be called Atmospheric Phenomena, so seldom do they occur—the rare exceptions to the established rule of genial equability.

### "THE BIG FREEZE."

In January, 1857, for example, a snow-storm of great violence burst upon the coast and invaded the tide-water counties, accompanied by a strong wind and high tides. On Monday, the 19th, the "innocent snow" lay six feet deep, and the river was frozen over from shore to shore. A few days later the whole harbor was blockaded with ice, and all communication by water was cut off. At one time the mercury registered



---

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nine degrees-below zero—an unheard-of event in this latitude but common enough at the North and North-west where “blizzards” are mere incidents of every winter’s experience. Thousands of people swarmed upon the ice and availed themselves of this opportunity—the first within the memory of living men, and probably the last for many generations to come—of disporting themselves upon the now congealed bosom of the hitherto hospitable and warm-hearted Elizabeth.

#### “THE AUGUST STORM.”

Again, on August 18th, 1879, the city was surprised by the unwelcome visit of something very nearly akin to a hurricane—or so, at least, it seemed to the unaccustomed eyes of the population, although it would probably have aroused neither surprise nor alarm in our brethren who dwell in the prairie-home of the cyclone and tornado. It began about 9 o’clock, a. m., with a furious easterly wind and driving rain, which lasted several hours, inflicting considerable damage upon the shade-trees, fences and lightly-constructed buildings of the City. The wharves and gardens near the river were submerged, vessels were driven ashore, and the bark *David Dudley* was capsized and drifted, bottom upwards, to the Berkley Flats. An occasional more-than-usually impetuous blast would tear the branches from the trees, palings from the fences and shingles from the houses, in a manner equally uncere-monious and impartial, and hurl them about in all directions. Trees were uprooted, houses damaged, and woe to the merchants whose sign-boards were not firmly secured! The surrounding country also suffered severely, chiefly in the matter

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McCullough's Wharf, - - - - - NORFOLK, VA.

of fences and barns. Numerous slight accidents and "hair breadth 'scapes" were reported, but fortunately the city escaped without any loss of life. For several days afterwards the local newspapers enlarged upon the destruction wrought by this unwonted visitor, which is still commonly referred to as "The August Storm," although more than seven years have elapsed since its passage.

#### THE RECENT EARTHQUAKE.

The earthquake of August 31st, of this year, which filled Charleston, S. C., with mourning and desolation, was felt here also, and with sufficient force to shake everything else except the confidence of the Portsmouth people in themselves and in the future prosperity of their city; but the shock was not repeated and no evil consequences ensued.

So extremely infrequent, indeed, are atmospheric or seismic disturbances of any kind in this placid and delectable latitude that their visitations assume almost historical importance, being regarded by our people as epochs whence succeeding time is measured, and are consequently entitled to be placed on record in Portsmouth's "SKETCH BOOK."

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will admit sharp built vessels drawing five feet of water; lighter built vessels, four feet.

The Locks will admit 96 feet length, and 16½ feet breadth of beam,

Rafts secured with chains must not be over 14 feet wide; secured with binders, not over 12 feet wide. They must be well secured to the satisfaction of the Canal authorities.

Steamers will not be admitted without a permit from this office.

**HENRY ROBERTS, Supt., Higgins' Wharf, Norfolk, Va.**

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H. C. WHITEHEAD.....	SECRETARY AND TREASURER
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Railroad Company, with a view to extending the facilities for the steam marine in this particular, have recently constructed berths for bunkering steamers at their grand coal pier at Lambert's Point, with 26 feet of water, and the most approved chutes 45 feet high, enabling steamers of any size to be coaled there with the greatest possible dispatch. The Pier is five-eighths of a mile long, with double tracks and chutes on both sides. It has berths for coaling three large steamships at the same time, besides ample accommodations for coastwise vessels, and is capable of being doubled in capacity should business require it. The Pier is in a safe harbor, and the river bottom, being of soft mud, can be easily kept dredged to any required depth. The Virginia Pilots' Association have certified that they can put a steamship drawing 25 $\frac{1}{2}$  feet at the Pier at any time.

The Appalachian chain of mountains, reaching from Pennsylvania to Carolina, and traversing Maryland, Virginia and West Virginia, is filled with the finest coal beds on the American continent. Its seams of Semi-Bituminous Coal are found to yield the best steam coal, and the further to the South they extend the finer the quality appears to become. In Tazewell County, Virginia, the perfection of this class of coal has been found, the seams all producing the same character of coal, containing less sulphur and ash than the more northerly products. About three years ago the Norfolk and Western Railroad Company connected these mines, which are situated in and around the town of Pocahontas, in the Flat Top Mountains, with this port, and so excellent has the coal proved for steam-generating purposes, that immense quantities are now brought here daily for local consumption and for shipment, principally to New England

# Worth Knowing.

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LAMBERT'S POINT COAL PIER.

on the ocean state that it comes nearer to the best Welsh Coal than any they have hitherto obtained in the United States.

Every possible arrangement has been made by the Railroad Company to expedite the coaling of steamers, which can now, by signalling as they pass the Capes, give the Pier two



# Valentine's Meat Juice Works.

**RICHMOND, VA.**

This handsome establishment, whose product has done much towards spreading the fame of Virginia's Capital throughout the world of industry and commerce, is conveniently situated on the corner of Cary and Sixth streets. It was built in 1884 by Mr. Mann S. Valentine, in obedience to the rapidly increasing demand for the celebrated extract which bears his name. During the fifteen years since it first appeared, to cheer and comfort the invalids of all nations, Valentine's Meat Juice has earned the unanimous endorsement of the medical faculty, and has been awarded medals and diplomas at the "Centennial Exposition" (Philadelphia) in 1876; the "Exposition Universal" (Paris) in 1878; the "Domestic and Scientific Exhibition" (Brighton, England) in 1881; and the "Medical and Scientific Exhibition" (London) in 1881. At the first named it received the highest award for "Excellence of its method of preparation, whereby it more nearly represents fresh meat than any other extract of meat, its freedom from disagreeable taste, its fitness for immediate absorption, and the perfection in which it retains its good qualities in warm climates." Since then it has attained world-wide popularity, simply and solely by virtue of its own intrinsic merit, and has earned the highest commendations from such conservative publications as the London *Lancet*, the *British Medical Journal*, and others, while eminent physicians and chemists throughout the world have been unanimous in its praise. It is easily portable, and is therefore of special benefit to the traveller by land or sea. It is absolutely unaffected by change of temperature or climate, having proved itself of equal value in the Tropics, where its consumption is rapidly increasing, and in the Polar Seas, whither it was taken by the medical officers connected with the Greely Relief Expedition.

The several departments of Mr. Valentine's business are filled by his four sons, Messrs. G. G., M. S., Jr., B. B. and F. S. Valentine. These young men do ample justice to the training they have received and to the intelligent energy they have inherited. During the season of the active production of the Meat Juice they are busily engaged about the Works; this season over, they are away, sometimes in distant lands, attending to matters connected with the further success of their great enterprise.

and a half to three hours' notice of their coming, so that everything will be in readiness for them. By using the code letters "L. M. B." they will be reported by telegraph as coming for coal, and by giving their number, their names will also be reported. The health officer will be on hand, and in case of windy weather a tug will be supplied, free of charge, to assist in berthing a steamer.

During the year ending June 30th, 1886, sixty-eight foreign steamers (62 British, 5 Spanish, and 1 Norwegian) and 514 American sailing vessels have received Pocahontas Coal at Lambert's Point Pier, aggregating the enormous quantity of 376,426 tons, or a monthly average of 31,369 tons. This is exclusive of local and harbor deliveries, and affords convincing proof of the great popularity this Coal has attained since the Pier was completed sufficiently to begin business.

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## OUR COLORED BRETHREN.

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### THEIR PROSPEROUS CONDITION.

TO the people of Virginia, as of the South generally, the relations existing between the two races—white and colored—is one of paramount importance, and involves the stability of the whole social structure. Politically speaking the races are antagonistic, by habit rather than by deliberate choice; but with this our SKETCH BOOK has no concern. The problem here refers entirely to the social economy of the community, and occupies a position very similar to that other great problem which has assumed such great prominence in other

# "The Portsmouth Daily Times"

"Tidewater Times"

"Portsmouth Observer"

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J. H. WILCOX, Editor and Proprietor.

W. B. WILDER, Business Manager.

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The "PORTSMOUTH DAILY TIMES" has been established about eight years. It is Democratic in politics. Its circulation is larger than any other newspaper that is distributed in Portsmouth, Va., and Suffolk, Va., and the towns adjoining this city. It is devoted to the moral and commercial improvement and the development of the business interests of this community.

parts of the United States, namely, the attitude maintained between Capital and Labor.

Apart, then, from the question of politics, it may be stated at once that the white and colored races of this pleasant City dwell together in perfect peace and harmony to a degree rarely met with in this or any other Southern State. No better evidence of this fact can be adduced than the condition of comfort and prosperity which our colored brethren have attained, the value of the church property they have acquired and the educational advantages they enjoy.

#### THE AFRICAN M. E. CHURCH.

This church was organized in 1857, and was formerly known as the Old Glasgow Street M. E. Church. It now occupies a fine site on North Street, and adjoining it stands the handsome new parsonage (see the illustration on page 157.) The property belonging to this organization is worth \$50,000, and the amount raised by the congregation during the last three and a half years, under the administration of its present energetic pastor, the Rev. W. G. Alexander, for religious, educational and other purposes, amounted to no less a sum than \$14,000. The membership of this church exceeds nine hundred, and there is an average attendance at the Sunday School of over five hundred scholars. Within the main organization of the church are numerous "Societies" and "Associations" for instructive and benevolent objects, and this church may safely be mentioned as among the most earnest and prosperous religious institutions of the South.



# New York, Philadelphia and Norfolk Railroad Company

## DOUBLE DAILY PASSENGER & FREIGHT LINE BETWEEN

PORTSMOUTH, Norfolk, Old Point Comfort and Baltimore, Wilmington, Philadelphia, New York, Boston, and all Points East and West.  
Passenger Trains only 11 hours between New York and Portsmouth.  
Pullman Palace and Parlor Cars are run through without transfer.

The only Line between Portsmouth and the North by which passengers are not subjected to transfers.

Fast Freight Trains composed of Cars built expressly for the transportation of Vegetables and other perishable freight are run between Portsmouth, Norfolk and Philadelphia, New York and Boston, daily except Sundays, affording a great saving in time over all other lines.

Freight Cars are Run Through from Portsmouth and Norfolk  
TO

## PHILADELPHIA, NEW YORK AND BOSTON

AVOIDING REHANDLING OF ALL BUSINESS.

### Low Passenger & Freight Rates & Quick Time.

Connects at Portsmouth and Norfolk with all water lines to North Carolina; the Norfolk and Western Railroad and Norfolk Southern Railroad; the Seaboard and Roanoke Railroad, and the Atlantic Coast Line; at Delmar with the Pennsylvania Railroad—over all of which through rates and Bills of Lading are issued.

**Tickets on Sale at All Principal Offices North and South.**

**R. B. COOKE,**

*General Passenger and Freight Agent,*  
PORTSMOUTH AND NORFOLK, VA.

## ZION BAPTIST CHURCH.

This flourishing Church is an off-shoot of the Court Street Baptist Church, and was organized in March, 1865, by three hundred and eighteen members who had obtained letters of dismission from the latter. One of their number, E. G. Corprew, was ordained to the ministry and became pastor of the new Church, which he served faithfully until his death, in 1881,



ZION (COLORED) BAPTIST CHURCH.

having built up a membership of about a thousand. In March, 1882, he was succeeded by the present pastor, the Rev. J. M. Armistead, a graduate of Richmond Institute. Under his faithful charge the membership has increased to 1600 and is now the largest in the City. Having paid off all its indebtedness, part of which was incurred through the destruction by fire of their original place of worship, the congregation are

now preparing to remodel and enlarge their present Church building on the corner of Green and King Streets. In connection with Zion Baptist Church—a view of which is shown on page 217—are a flourishing Sunday School, two Missionary Societies, an Educational Society and a Lyceum.

#### THE CHESTNUT STREET PUBLIC SCHOOL.

An engraving of this handsome and commodious building will be found on page 173. It was built in 1878, and is the oldest of the three splendid Public School Houses which the citizens of Portsmouth feel an honest pride in having erected. The school has an average attendance of over 400 pupils, and is under the management of Mr. I. C. Norcum, its efficient principal. The value attached to religious and educational matters by our colored population affords a very strong illustration of their advancing intelligence and their capacity for intellectual culture; while the sympathy and encouragement extended to them in this City by their white neighbors are convincing proofs of the mutual good-will that governs the intercourse between the races, despite the too-frequent recurrence of Election day when they stand arrayed against each other under the rival banners. This unfortunate barrier to complete unity of interest will doubtless be removed before many more decades—or even years—have rolled by, and after that—the millennium!



## OUR RAILROAD FACILITIES.

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### THE SEABOARD & ROANOKE RAILROAD.

**I**N 1835, the Seaboard & Roanoke Railroad Company dispatched its first train from Portsmouth to the neighboring town of Suffolk, a distance of seventeen miles.

Between these two points lies the northern portion of the Dismal Swamp, and the difficulties attending the construction of the line across this famous morass were enormous. In 1851 the road was completed to Weldon, N. C., and the first railroad communication between this section of Virginia and the outer world was established. At Weldon the Seaboard & Roanoke Railroad connects with the Raleigh and Gaston Railroad, leading to Raleigh, the capital city of North Carolina, where it joins the Raleigh & Augusta Road, leading to Hamlet, and there intersects the Carolina Central Railroad, from Wilmington to Shelby *via* Hamlet and Charlotte, at which point we find roads running to Asheville, Columbia, Augusta and other Railroad Centres, whence direct communication is maintained with New Orleans and all points South and South West. The immediate connections of the Seaboard & Roanoke Railroad, extending from Weldon, *via* Raleigh and Hamlet, to Charlotte, Shelby and Rutherfordton, in the interior of North Carolina, and to Wilmington on the coast, constitute the comprehensive railroad system known as



## THE SEABOARD AIR LINE,

which consists of the four railroads above mentioned, viz : the Seaboard and Roanoke, the Raleigh and Gaston, the Raleigh and Augusta and the Carolina Central. The Seaboard Air Line thus form the letter Y, the foot of the stem being at a point in the extreme southwestern part of the Piedmont region of North Carolina and the two prongs terminating at the great central seaports of Portsmouth, Va., and Wilmington, N. C., about 300 miles apart. Under the same management with these roads is the famous Baltimore Steam Packet Company, or Bay Line, of which more extended mention is made in another place. The territory penetrated by the Seaboard Air Line probably enjoys greater advantages than any other of equal extent on the face of the earth. Beginning at Portsmouth, its northern terminus, it first traverses the famous "trucking" lands whence the Northern and Western markets draw their supplies of early fruits and vegetables; thence it passes through the great forests of North Carolina which contain, in almost inexhaustible quantities, nearly every one of the twenty kinds of timber admitted to the United States shipyards as suitable for building vessels; and there are left about forty thousand square miles of forest in the State still uncut. Proceeding to the westward, immense beds of fine granite and brown sandstone are found; and beyond these, rich mineral deposits, comprising coal, iron, copper and even gold. The soil also is various and productive, and the climate almost perfect. No wonder, therefore, that the tide of immigration has recently sought this favored section, in preference to the colder and less fertile territories of the North-west. The lands, more-

over, along the lines of this important railroad system, are cheap, and they produce, in addition to the best rice, cotton and tobacco, all the grain crops, grasses and fruits of the temperate zone. The enterprising management of these consolidated lines offers extraordinary inducements to immigrants and to all persons wishing to visit and inspect this section of the country with a view to settling at or near any of the numerous eligible districts through which the roads, embraced by this system, pass.

Affiliated with the Seaboard Air Line, although under an entirely distinct management, is another consolidated system, which connects Richmond, the capital city of Virginia, with Wilmington, North Carolina's principal seaport. It is known as

#### THE ATLANTIC COAST LINE,

and is formed of the Richmond & Petersburg, the Petersburg & Weldon and the Wilmington & Weldon Railroads. This great dual system forms the nucleus, as it were, of an almost interminable network of Railways which includes the famous "cotton belt" and opens up the once obscure and remote interiors of the Southern, South-western and Gulf States.

The importance of the Seaboard & Roanoke Railroad, with its far-reaching connections, as a feeder to the trade and commerce of Portsmouth, can best be demonstrated by a brief statement in connection with its business. In the matter of cotton, for example, the following figures will be found interesting and significant:

*Receipts of Cotton, by bales, over the Seaboard and Roanoke Railroad, for five years, beginning Sept. 1, 1881.*

*Total receipts at the port  
of Norfolk & Ports-  
mouth :*

Season	N. York	Boston	Phila.	Balt.	Local	Total	
1881-82	44,601	1,799	5,540	27,670	170,986	250,596	622,883
1882-83	56,844	5,982	6,739	26,628	192,612	288,805	800,133
1883-84	63,075	3,857	3,097	18,593	132,241	220,863	582,872
1884-85	38,313	1,911	1,452	18,975	158,048	218,699	545,418
1885-86	30,221	2,283	2,081	20,349	152,620	207,554	565,958
Total ...	233,054	15,832	18,909	112,215	803,507	1,186,517	3,117,264

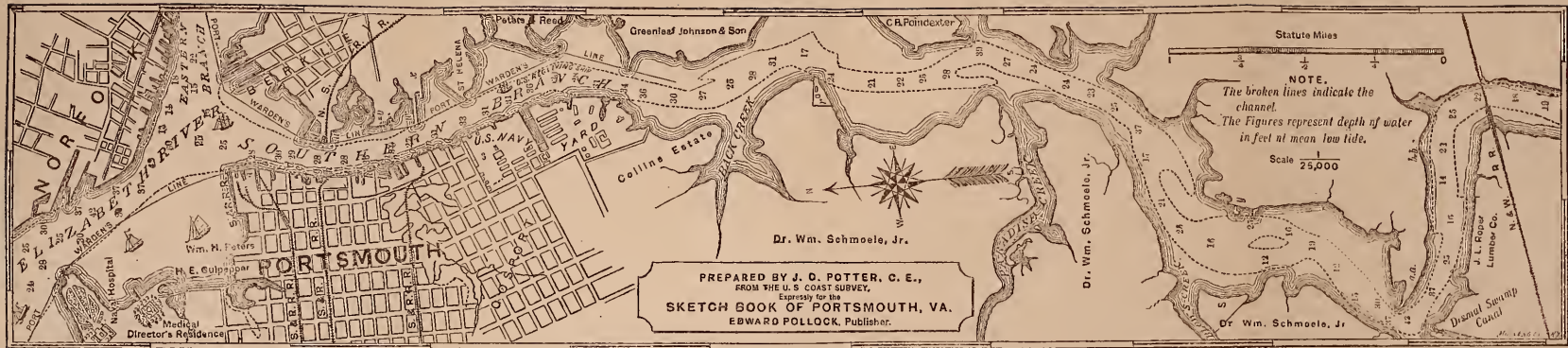
The following table shows the North-bound business over the Seaboard & Roanoke Railroad for the year ending March 1st, 1886, exclusive of the cotton movement :

CLASS OF ARTICLES.	No. Cars	No. Bbls.	No. Feet	No. Bush.	Weight in Lbs.
General Merchandise.....					17,294,764
Specials.....					60,691,799
Staves.....	97				1,940,000
Lumber.....	1,747		10,482,000		34,940,000
Shingles.....	38				760,000
Wood.....	200				4,000,000
Spirits Turpentine.....		17,303			6,921,200
Rosin .....		68,638			24,701,950
Peanuts.....				408,000	8,976,000
Total.....					160,225,71

a  
b  
c  
a  
c  
f







**Chart of the Southern Branch of the Elizabeth River, from the Norfolk & Western Railroad Crossing down to the U. S. Naval Hospital.**

The following list shows the names of the owners or occupiers of the property indicated by the corresponding italic initials on the chart:

- |   |   |  |   |   |
|---|---|--|---|---|
| <i>a.</i> Seaboard & Roanoke Railroad Co.'s Wharves and | <i>g.</i> Trant & Bro.'s Lumber Yard.                 | <i>l.</i> G. Armstrong & Son's Saw Mill.             | <i>r.</i> Nottingham, Wrenn & Styron's Fertilizer and Shell | <i>v.</i> John L. Thomas' Ship-Yard and Marine Railway. |
| <i>b.</i> Warehouses.                                   | <i>h.</i> Baltimore Steam Packet Company's (Bay Line) | <i>m.</i> White & Fleming's Oyster Packing Houses.   | <i>s.</i> Lime Factory. Nottingham & Wrenn's Lumber &       | <i>w.</i> Upshur Guano Co.'s Fertilizer Factory.        |
| <i>c.</i> Peters & Reed's Stave Warehouses.             | Warehouses.   | <i>n.</i> } Seaboard Compress Co.'s Warehouses.      | Shingle Wharf.  | <i>x.</i> E. M. Tilley's Saw Mill.                      |
| <i>d.</i> R. J. Neely & Co.'s Lumber Yard.              | <i>i.</i> Seaboard & Roanoke Railroad Co.'s Depot.    | <i>o.</i> }  | <i>s.</i> C. S. Sherwood.                                   | <i>y.</i> Freeman, Lloyd, Mason & Dryden's Guano (Poco- |
| <i>e.</i> Trant, Trugien & Hill's Coal and Wood Yard.   | <i>j.</i> W. & J. Parker's Coal and Wood Yard.        | <i>p.</i> United States Buoy Depot.                  | <i>t.</i> Portsmouth and Norfolk-County Ferries.            | make) Factory.  |
| <i>f.</i> Portsmouth and Norfolk-County Ferries.        | <i>k.</i> R. J. Neely & Co.'s Coal and Wood Yard.     | <i>q.</i> Unoccupied.                                | <i>u.</i> Norfolk Southern Railroad Co.'s Terminus.         | <i>z.</i> Old Dominion Creosoting Works.                |
|   | <i>a.u.</i> Imperial Guano Company's Factory.         |  |   |   |
|   |   | <i>b.b.</i> Charles Reid & Son's Fertilizer Factory. |   |   |



## THE NORFOLK SOUTHERN RAILROAD.

This road was built in 1881, from Berkley, on the eastern bank of the Southern Branch immediately opposite Portsmouth, through Elizabeth City and Hertford, to Edenton, N. C., on the beautiful bay of that name, at the western end of Albemarle Sound, a distance of 74 miles. It is well built and thoroughly equipped, providing adequate facilities for travel and shipment to a contiguous territory, wonderful for its fertility and the great diversity of its products. Stations at short intervals and numerous private sidings—furnished upon liberal terms to shippers—have diverted to the road the business of the tributary counties from channels through which it flowed for a century, and its beneficent impress has been in many ways stamped upon the section which it traverses. Connecting steamers bring to it, from the sounds and rivers, fruits and other products of the land, fish from the sea and fowl from the air, which are carried by the Norfolk Southern Road to this port, whence they are speedily conveyed by connecting lines to the markets of Baltimore, Philadelphia, New York, Boston and the other great business centres of the country. The policy of this enterprising Company has been to provide the facilities above described to the whole section as speedily as possible and without reference to immediate return. In addition to its road it has provided steamboats to run between Elizabeth City and the villages along the rivers and sounds, thereby extending to hitherto remote and inaccessible localities all the advantages of the Railroad, not only moving the crops out, and merchandise in, but also the coal, ice, salt, lime and the coarser freights generally. Not only the lumber manufac-



tured along the road, but the logs themselves cut beside it and brought to it by water, are carried to the mills of Portsmouth and the vicinity; while the superior connections at this port have largely increased the traffic in perishable articles—fish, game, fruits, vegetables, &c.—which can now be placed in the market stalls of Washington and other Northern cities in a very few hours. The Road has recently built a branch line to Norfolk, thus increasing its terminal facilities.

#### THE NEW YORK, PHILADELPHIA AND NORFOLK R. R.

This railroad, as its name indicates, connects our sea-port with the two largest cities of the North, and, what is of infinitely greater importance, especially to the great “trucking” interests of this section, its route is so nearly direct that the whole distance between Portsmouth and New York is traversed in eleven hours, thus saving eight hours as compared with the next shortest route. Two powerful passenger steamers—the *Cape Charles* and the *Old Point Comfort*—which carry Pullman Sleeping and Drawing Room Cars, connect at Portsmouth with the Seaboard & Roanoke Railroad, and run hence, *via* Norfolk and Old Point, to Cape Charles City, near the southern extremity of the Peninsula, where the terminus of the Road is situated—the whole distance by water being 36 miles. Thence the line is almost straight to Delmar—95 miles. From Delmar to Philadelphia is 125 miles, and another 90 miles brings us to the Commercial Metropolis of the United States—New York. Passenger and freight cars go through between the extreme termini without transfer, thus affording the only land and water transportation of its kind in the world. The scheme, when

first proposed, was ridiculed as preposterous and utterly impracticable, but its successful accomplishment has not only vindicated the wisdom and crowned the ingenuity of its promoters, but has also proved of immense benefit to the whole territory adjacent to the Atlantic seaboard. It would, moreover, be difficult to calculate with any degree of accuracy the enormous advantages which this great enterprise is destined to confer upon the Eastern States in the future, for it is in contemplation to extend the line to the southward, and we may expect, at an early date, to see Pullman Cars running direct by this route between New York and Jacksonville, Florida. The freight is transported on three large barges, each capable of carrying seventeen loaded cars, which, during the "truck" season leave this port daily about noon, and the fruits and vegetables of this district reach Philadelphia the same night and New York at 4 o'clock on the following morning—thus saving a clear day over all previous methods of transportation. This enormous advantage applies to all freight coming to Portsmouth over the Seaboard Air Line and Atlantic Coast Line systems, and those reaching the port coastwise or by the Internal Navigation Lines, from the shores of Chesapeake Bay and the Sounds of North Carolina.

#### NORFOLK & WESTERN RAILROAD.

A glance at the map will show that this important Road (formerly the Atlantic, Mississippi & Ohio) with its numerous and far-reaching connections, traverses the States of Virginia, Tennessee, Georgia, Alabama and Mississippi, and is, at several points, intersected by other trunk lines leading to all the larger

Western cities, and leaving scarcely a spot on this side of the Rocky Mountains beyond our reach. Immense quantities of freight come over this Road from the Northern cities and from Southern and Western points, for shipment from this port, which is also exactly the outlet required for the enormous traffic which the Norfolk and Western Railroad enjoys in steam-coal. To accommodate this large trade a magnificent pier has been built at Lambert's Point, at the entrance to the harbor, at which steamships seeking this port will naturally find it to their advantage to receive their supply of fuel. The coal territory of the South-west is being rapidly developed, and the output of this mineral is increasing daily. New mines will shortly be opened and this Road will then be taxed to its utmost to move the immense yield.

#### NEWPORT'S NEWS & MISSISSIPPI VALLEY R. R.

In addition to the great Railroads already described, which, with their wide-spreading connections have opened up to our trade the Southern, South-western and North-eastern States, there is still another gigantic railway system which has, within the last few years, established its Eastern terminus at Newport's News, within sight of Portsmouth, namely, the Newport's News & Mississippi Valley (formerly the Chesapeake & Ohio) Railroad, through whose connections our intercourse with the West and North-west have been materially facilitated. This Road traverses the richest coal and iron regions in the whole country and penetrates the fine grazing and agricultural lands of Kentucky, thus affording another avenue for the transportation of the grain and produce of the Central and

Western States to the Atlantic seaboard. Steamers run twice daily, each way, between Portsmouth and Newport's News, calling at Norfolk, which connect with the regular trains of this Road and afford our citizens the only opportunity of going to Richmond, spending several hours there, and returning home, all in the same day.

#### NORFOLK AND OCEAN VIEW R. R.

This line connects the City of Norfolk, our neighbor across the Elizabeth River, with the charming property of the Company at Ocean View, which for the past seven years has afforded to the citizens of both cities a quick and inexpensive means of escape from the heat and dust of the streets, during the summer months, to the pure and bracing breezes fresh from the bosom of the deep. The line is only nine miles long, and is traversed in half an hour. Trains run frequently during the day, and are usually well filled with pleasure-seekers, who are attracted by the excellent fishing, bathing and boating for which this popular resort is justly famous.

#### OTHER RAILROADS.

Besides the Roads specially referred to above are the Virginia Beach Railroad, leading to Virginia Beach, eighteen miles distant, one of the most popular summer resorts on the coast, being famous for its unexcelled surf-bathing; the Western Branch Railroad, which will soon be completed as far as Nansemond River; and the Atlantic and Danville extension, which will connect Claremont, on the James River with this port, passing through some of the richest agricultural lands in Tide-water Virginia.



## **FERTILIZERS.**

**CHARLES REID & SON**

**NORFOLK, VA.,**

MANUFACTURERS OF THE CELEBRAHED BRANDS

**LEE-SIDE, FARMERS', CHALLENGE**

FARMERS' FAVORITE,

And Importers of and Dealers in

**No. 1 Peruvian Guano, 10 and 6 Per Cent,**

And Agricultural Chemicals, Land Plaster, &c.

Office, 14 Nivison Street, - - - NORFOLK, VA.

Factory, Money Point, - - - SOUTHERN BRANCH.

Highest market prices paid for Staves.

## **JOHN W. RUTTER**

Wholesale and Retail

**GROCERIES, PAINTS, OILS**

Tobacco, Cigars, Hay, Grain, Mill Feed, Notions, &c.

WEST SOUTH ST., BETWEEN PINE AND PEARL,-

PORTSMOUTH, VA.

## **F. G. BROWNE**

DEALER IN

**FINE FAMILY GROCERIES**

TOBACCO, CIGARS, CIGARETTES, &c.

Fruits, Candies, Canned Goods, Fresh Meats.

*Butter and Dairy Produce a Specialty.*

501 High Street, Corner Dinwiddie

PORTSMOUTH, VA

## STEAMSHIP AND STEAMBOAT LINES.

### THE BALTIMORE STEAM PACKET COMPANY.

THIS Company, whose magnificent steamers, plying between Portsmouth and Baltimore, are commonly known as the "Bay Line Boats," has long been endeared to our citizens for the generous and noble aid it rendered, when, more than thirty years ago, Portsmouth was visited by the Yellow Fever, and its inhabitants were panic-stricken and well-nigh helpless. With travellers this line is regarded as one of the finest and best in the country, forming a portion of the popular route between the North and South. Its passenger steamers are the floating palaces of Chesapeake Bay, being new, adapted to a high rate of speed, beautiful in form, substantial in construction and furnished sumptuously. They are run in connection with the Seaboard & Roanoke Railroad, and, under the presidency of Col. John M. Robinson, assisted by a corps of competent officers, the Company has proved itself of great service in advancing the best interests of the City and the Port generally. The steamers of the Bay Line make close connection here with the regular passenger trains of the Seaboard & Roanoke Railroad, for all points South and South-west, and at Baltimore with the Philadelphia, Wilmington & Baltimore Railroad for Philadelphia, New York and all Northern points; with the Baltimore & Ohio, Northern Central and Pennsylvania Railroads for the North and North-west;

with the Allan, Continental, West India & Pacific and the Hopper & Johnson steamship lines for Liverpool; with the Continental for London and with the North German Lloyds for Bremen.

#### THE OLD DOMINION STEAMSHIP COMPANY.

In 1867, when the tumult of the terrible civil strife had hardly subsided, and Virginia lay crushed in spirit and bankrupt in resources, the Old Dominion Steamship Company was established in succession to the old New York & Virginia Steamship Co., and has, since that date, gradually increased in wealth and favor until it has become one of the most substantial and influential corporations in the country. Its magnificent fleet of ocean steamers ply between New York and Richmond, calling at Portsmouth, Norfolk and City Point, while the fine steamboats of the Company are to be met with on all the principal rivers of Virginia and North Carolina. From Portsmouth the distance to New York is 285 miles, and the steamers of this line generally make the trip in twenty-four hours, with great regularity. The passenger accommodations of the Old Dominion Steamships are of the most luxurious character, and during the Company's career of nineteen years not a single life entrusted to its care has been lost.

#### THE CLYDE LINES.

The fine Steamships of this Company, (W. P. Clyde & Co., of Philadelphia and New York,) make regular trips between all the ports on the Atlantic seaboard of the United States, and the sea-ports of South America and the West

Indies, carrying an enormous quantity of freight and conducting a profitable trade. Several of Clyde's propellers run regularly between Philadelphia and Richmond, calling at Portsmouth, Norfolk and City Point, and, in the cotton season, at West Point, on York River, Va. This line has exercised a powerful influence upon the development of commercial interests in this section. Captain James W. McCarrick is the General Southern Agent, with his office at Norfolk. In addition to the local fleet belonging to this Company, their service extends to the New England and other ports on the Atlantic seaboard as well as to the West Indies and South America, but with them we have no concern at present.

#### THE ALBEMARLE & CHESAPEAKE CANAL.

The Great Canal System of which this forms an important link in connection with the Chesapeake & Delaware and Delaware & Raritan Canals, provides direct and safe inland navigation for steamboats, sailing vessels, rafts, &c., from New York, Philadelphia and Baltimore to Virginia, North Carolina and the South, avoiding the dangers and delays attending the outside voyage and saving insurance. This system again connects with the Erie Canal at New York and small steamers or vessels towed by tug boats can thus pass from the sounds of North Carolina to Buffalo, N. Y., without unloading, and thence by the great Lake routes to Chicago and other Western and Northwestern points.

#### THE DISMAL SWAMP CANAL AND STEAMERS.

This great water-way, known as the Dismal Swamp Canal, was begun in 1787 under a joint charter from the Legislative



Assemblies of Virginia and North Carolina and was not opened for navigation until 1828, more than forty years having been consumed in its construction. It connects the inland navigable waters of the two States, and has conferred incalculable benefit upon this whole section. It is now the property of a flourishing joint-stock Company, and, passing through one of the richest lumber regions in the world, has found its principal traffic in that essential commodity. The steamers belonging to the Company ply regularly through the Canal, and their cargoes are generally very large each way. They call at all the landings between this port and Elizabeth City, N. C., and are under the able and energetic management of Capt. Henry Roberts, who is also the Superintendent of the Canal. The Dismal Swamp Canal will admit sharp built vessels drawing five feet of water, and lighter built vessels drawing four feet. The locks will admit 96 feet length and 16½ feet breadth of beam.

#### OTHER TRANSPORTATION LINES.

Besides the lines above named the fine steamers of the Merchants' and Miners' Transportation Company run regularly to Boston and Providence, while others run from those ports to Charleston, S. C., and Savannah, Ga., calling here when occasion requires. These steamers connect with the several railroads having their termini at this port, in addition to which they call at Newport's News and West Point (Va.) where they make connection with the systems of the Chesapeake & Ohio and the Richmond & Danville Railroads, respectively.

The Potomac Steamboat Co., and the Inland & Seaboard Coasting Co., run steamers three times a week between this

port and Washington, D. C.; the Virginia Steamboat Co.'s steamers ply on the James River between Portsmouth and Richmond, the Capital City of Virginia; the Old Dominion Steamship Co. and the Nansemond River Line run steamboats between this port and Suffolk; there is a steamboat making regular trips to Fredericksburg, while another Company conducts the steamboat trade between this port and the landings on several of the rivers of North Carolina.

Two lines of Ocean Steamers have recently been established, one of which—the “Monarch” line—will ply between this port and Liverpool, in connection with the Virginia, Tennessee and Georgia Air Line, and the other—the “Ducal” line—between Newport's News, in our outer harbor, and Liverpool, in connection with the Chesapeake & Ohio Railroad.

Still other lines give us direct and regular communication with Hampton, Old Point Comfort, Cherrystone, Mathews, Gloucester and Ware River.

From the above showing, it will hardly be questioned that, for a City and Sea-port of its size, Portsmouth enjoys unsurpassed if not unrivalled advantages in the matter of transportation, both by land and by water, and that the excellent openings she offers to capitalists in search of safe and profitable investments must surely be recognized in the near future.



## OUR SEASIDE RESORTS.

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### THE HYGEIA HOTEL—OLD POINT COMFORT.

OWING to its beautiful situation at the entrance of Hampton Roads from Chesapeake Bay, its proximity to Fortress Monroe, its lovely scenery and delightful surf-bathing—to say nothing of the magnificent proportions and luxurious equipments of the Hotel itself—the Hygeia has been for many years one of the most popular seaside resorts in the United States. It was built at a cost of \$500,000, and offers accommodation to a thousand guests. It is not necessary to enter into a detailed description of its climatic and hygeinic advantages, its excellent system of drainage and water supply, its pavilions, halls, drawing-rooms and luxurious furniture, all of which may be summed up under the single word—"perfection." For over fifty years not a single case of intermittent, scarlet or typhoid fever, diphtheria or malarial disorder of any kind, has originated on the Point, while its popularity and high reputation have been increasing year by year, as the knowledge of its numerous attractions has become more extended.

### OCEAN VIEW.

This charming spot, which occupies the most southerly point of Chesapeake Bay, is situated almost opposite Old Point. Although of comparatively recent existence, Ocean

View has become an exceedingly popular resort, and picnic parties from the interior counties are of almost daily occurrence during the summer months. The surf-bathing is good and safe, the fishing excellent, and the Hotel accommodations all that could be desired. Many of our prominent citizens prefer a few weeks at Ocean View during the warmest weather to a more extended trip, and it seems destined to become one of the most fashionable and numerous patronized watering places on the Atlantic seaboard.

#### VIRGINIA BEACH AND OTHER LOCAL ATTRACTIONS.

Virginia Beach is situated directly upon the shore of the Ocean itself and its eastern horizon is the clear-cut water line of the broad Atlantic. This is the Paradise of strong swimmers, having a heavy but apparently safe surf. It lies in Princess Anne county, about 18 miles from Portsmouth, and is one of the principal of the many attractions in this neighborhood. Newport's News, at the mouth of James River is also a favorite resort of our people; while Hampton, with its Normal School, Soldiers' Home and other interesting features, has always been a source of pride and delight to the sojourners within the Capes of Virginia.





## LOCAL INVENTIONS.

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Of the many valuable patents and inventions which claim Portsmouth as their birth-place, and have contributed their influence towards spreading abroad her fame, those which have recently attracted the most notice are the various mechanical contrivances invented by Mr. Geo. W. Lewis, of this city, which are manufactured and sold by the Lewis Spring Manufacturing and Supply Company, of Portsmouth. They consist of the Lewis Locomotive, Tender and Car Springs, the Lewis Spike and Bolt Puller and the Lewis Rivet Cutter, and are all specially adapted to the several uses which their names indicate. Their conspicuous merits have brought them under the favorable notice of Railway Managers, Engineers and a Special Naval Commission, all of whom have awarded them the highest commendation. The Company make and guarantee them, and are prepared to deliver them for trial, to be paid for only on approval. Orders are now pouring in upon the Company with increasing and gratifying frequency, and it is safe to prophesy that these valuable inventions, when more widely known, will be recognized, appreciated and brought into universal requisition.



**THE CITY GOVERNMENT.**

- Mayor*—J. Thompson Baird.  
*City Clerk*—E. Thompson, Jr.  
*Treasurer*—James M. Binford.  
*Auditor*—C. S. Sherwood.  
*City Collector*—R. A. Hutchins.  
*Commissioner of the Revenue*—Virginius Butt.  
*City Attorney*—A. S. Watts.  
*City Surveyor*—D. S. Walton.  
*Supt. of Public School*—John C. Ashton.  
*Sergeant*—E. W. Maupin.  
*Deputy Sergeant*—Chas. J. Withy.  
*Chief of Police*—F. T. Tynan.  
*Assistant Chief of Police*—A. H. Only.  
*Chief Engineer Fire Department*—W. T. Robinson.  
*First Assistant Engineer*—Jos. D. Knapp.  
*Second Assistant Engineer*—Cornelius Irwin.  
*Street Inspector*—Jno. W. Wood.  
*Sanitary Inspector*—F. P. Johnson.  
*Clerk of Market*—Edward N. Grant.  
*Physician to Almshouse*—F. S. Hope.  
*Keeper of Almshouse*—F. L. Benson.  
*Supt. of Orphan Asylum*—J. C. Herbener.  
*Keeper of Cemeteries*—Jesse Brownley.  
*Wood Measurer*—Jos. F. Brownley.  
*Grain Measurer*—Wm. R. Peters.

## CITY COUNCIL.

*President*—LEGH R. WATTS.

*Clerk*—E. THOMPSON, JR.

*First Ward Councilmen*—Legh R. Watts, H. C. Hudgins, John Smith, C. L. Daughtrey.

*Second Ward Councilmen*—David W. Ballentine, W. A. Smith, John H. Hume, Jas. H. Toomer, I. N. Anderton, Jno. C. Tee.

*Third Ward Councilmen*—Samuel Fisher, John Judkins, Van R. Hewlett.

*Fourth Ward Councilmen*—John T. King, George T. Townsend, W. J. Whaley, Jas. P. Knight.

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## SCHOOL BOARD.

*President*—O. V. SMITH.

*Clerk*—W. C. ARRINGTON.

*Superintendent*—JOHN C. ASHTON.

*First Ward*—N. E. Whitehurst, Jno. W. Borum, David A. Williams.

*Second Ward*—O. V. Smith, T. H. Virnelson, W. A. Culpepper.

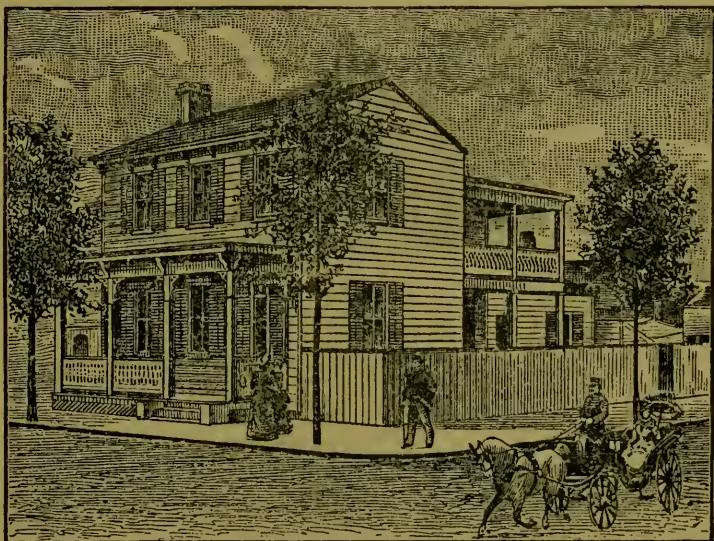
*Third Ward*—W. P. Ives, W. F. Higginbotham, Geo. M. Turner.

*Fourth Ward*—Jno. E. Owins, Wm. B. Thomas, I. C. Brinkley.

## JUSTICES OF THE PEACE.

John W. Borum, Chas. R. Nash, Thos. J. Barlow, D. E. Williams, J. P. Anderson.

was replaced by a substantial brick structure with a capacity of 500 tons. Northern Ice had by this time supplanted the native article, and this was the first house in the Sister Cities to handle the product of the northern lakes and streams. From this small beginning an important branch of commerce has been developed, and two commodious warehouses, having an aggre-



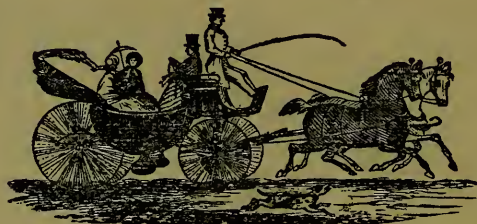
RESIDENCE OF MR. SAM'L W. HODGES.

gate storage capacity of over 4,000 tons, are now employed in the trade. Both establishments are in experienced and reliable hands, and their business is no longer confined to the City, but is widely distributed through the towns and villages of Eastern Virginia and the "Old North State," wherever the railroads penetrate. When Northern Ice was first introduced here vessels of only 150 to 200 tons were quite large enough



W. J. DAVIS,

# Livery and Boarding Stables



HACKS AND CARRIAGES

**For Weddings and Funerals Furnished at Short Notice**

Contracts taken at low rates for Hauling in any part of the city.

610 MIDDLE STREET,

Portsmouth, Va.

to supply the demand, but these soon became inadequate to the growing trade, which now requires vessels of 1000 tons burden, and upwards.

#### LIVERY STABLES, &c.

The comfort of the resident population of any city, as well as of its transient visitors, depends very much upon the number and style of the carriages, buggies and saddle-horses kept for hire at the various livery stables. In this respect Portsmouth is very fortunate, having several establishments of this kind, some of which are well supplied with all necessary conveniences in the line of their particular trade. Allied with the livery business is that of the exchange and sale of horses and mules, a large number of which are annually disposed of in this market. Our carriage and wagon factories and harness dealers supply the requirements of the citizens and farmers of the surrounding country, taking care always to furnish the best quality of goods at the most reasonable prices.

#### SHIP-YARDS AND MARINE RAILWAYS.

Among the prime necessities of a prosperous sea-port are such establishments as the above, and it will not be denied by those familiar with our resources that Portsmouth and its immediate vicinity are amply provided in this respect for any conceivable emergency short of a great foreign invasion involving extraordinary naval activity. On the Berkley side of the River, opposite the City, are several well equipped Ship-yards and Marine Railways which are always kept busy enough to employ a large number of skilled mechanics—iron-workers, ship-carpenters, caulkers, and the like—and can accommodate

**GEO. R. ATKINSON, JR.**

**General Insurance Agent**

**OFFICE, 207 HIGH STREET,**

**Next Door to the Bank of Portsmouth,**

**PORTSMOUTH, VA.**

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The following First-Class Companies are represented :

THE QUEEN INSURANCE COMPANY, of England.

VIRGINIA STATE INSURANCE CO., of Richmond.

PETERSBURG SAVINGS AND INS. CO., of Petersburg.

HOME INSURANCE COMPANY, of New York.

GEORGIA HOME INSURANCE COMPANY, of Columbus

GERMANIA FIRE INSURANCE CO., of New York.

EQUITABLE LIFE ASSURANCE SOCIETY, of the  
United States.

**ASSETS REPRESENTED OVER \$100,000,000.**

THE EQUITABLE does a larger Life Insurance business than any Company in the United States.

Its surplus is larger than that of any other Company.

It issues every form of Policy at the most reasonable rates, guaranteeing the most favorable results.

The prompt payment of claims is one of the leading features of all of the above Companies.

steamers and sailing vessels of any size, requiring repairs. We have good cause for pride and gratification at the progress made in these branches of industry during the past few years, and the recent establishment of two regular lines of steamers between this port and Liverpool will doubtless give a new impetus to the enterprise of our shipwrights. The clang of the mallet and the rattle of the chains, as some renovated vessel returns to her "native element," fall like sweet music, by night and day during the busy cotton season, upon the ears of our citizens, as a pledge of present vitality and a promise of future prosperity.

#### BUILDERS AND BUILDING MATERIALS.

The number, style and beauty of the churches, public buildings and private residences of modern architecture and recent erection which a stroll through the principal thoroughfares of Portsmouth will reveal to the observant visitor, furnishes ample testimony to the skill, good taste and workmanlike ability of our local contractors, as well as to the excellence of the material always available for building purposes—including bricks, lime, cement, window and door sashes, laths, cornices, mouldings, brackets, &c., all of which are manufactured in the City or suburbs, besides ceiling, flooring and dressed lumber of all kinds. Improvements of a public character, such as grading and paving the streets, are progressing in every direction under the energetic policy of our present City Council, and it is very gratifying to observe that private enterprise is also actively at work in removing the crumbling relics of a by-gone generation to make room for handsome stores and dwellings of a more modern, convenient and substantial type.



**FREEMAN, LLOYD MASON & DRYDEN.**



**FERTILIZER WORKS, NORFOLK, VA.**

## FURNITURE.

This trade has lately assumed a much greater importance in Portsmouth than it formerly enjoyed, owing to the fact that the people of the City and of the tributary back-country have at last satisfied themselves that it is to their own advantage to make their purchases here rather than at other and more distant markets. Our furniture ware-rooms now contain large and varied assortments of stock, and every taste and every pocket can be suited, at factory prices, whether the articles be required for parlor, dining-room, bed-chamber, office or school. The dealers can afford to sell at reasonable prices, for the reason that they buy direct from the manufactories and obtain the most favorable terms. Eastern Virginia and North Carolina especially find this a most advantageous market at which to select their purchases, and each year brings increased business to our dealers. Here, as elsewhere, there dwell those by whom excellence is generally measured by the distance whence it is imported, but experience has taught the great majority of purchasers that it is more economical, as well as infinitely more satisfactory, to deal with merchants whom they know personally and meet every day—reliable and responsible business men who are always accessible when, through some accident or unsuspected flaw, a guarantee may have to be made good.

## DRY GOODS, NOTIONS AND CARPETS.

What pen, especially if it be of the masculine persuasion, shall attempt to depict the wonders of that "Woman's Paradise," a first class Dry Goods Store, a mere catalogue of whose ordinary stock would fill many a close-writ page! Let not

# OCEAN VIEW RAILROAD & HOTEL CO.

## The Seaside Summer Resort of Virginia,

Trains Run at Short Intervals Daily between Norfolk & Ocean View,

This delightful and unsurpassed Summer Resort will be open  
for the accommodation of Guests

## ON MAY 1st OF EACH YEAR.

The location is the most desirable on the Middle Atlantic Seaboard, being in full view of Capes Charles and Henry and the Rip-Raps, with unequalled surf bathing and fishing within a stone's throw of the door. The fresh, invigorating breezes render the days delightfully temperate, while the nights are cool and enjoyable.

The CUISINE includes every luxury of the season, while Guests receive every attention and are provided with every possible comfort.

The Buildings have recently been enlarged and otherwise improved. As a Summer Resort it offers unexcelled advantages.

For further information, apply by telegraph or mail to

Norfolk <sup>AND</sup> Ocean View Railroad <sup>AND</sup> Hotel Co.  
**OCEAN VIEW, VA.**

➤ MRS. S. C. JUDSON, ➤

GRADUATE OF THE ART SCHOOLS OF NEW YORK AND CHICAGO,

HAS OPENED A STUDIO AT

Room 14 Lowenberg Building, Norfolk, Va.,

to which the public are invited, to view a collection of her Paintings and Studies. Instruction will be given in



**DRAWING AND PAINTING.**



the reader's heart be troubled, however, for the attempt will not be made here. Suffice it to say that Portsmouth contains several handsome and well-filled establishments devoted to that particular branch of trade which embraces the commodities above enumerated. Our principal Dry-Goods and Notions Stores are situated on High street, an engraving of which is shown on page 15. They all carry heavy and carefully selected stocks, which in most cases also embrace full lines of carpets—of all descriptions and the products of all lands—as well as mats, rugs, druggets, oil cloths and other kindred wares. Their goods are guaranteed not to exceed Northern prices and their assortments are as complete and varied as are to be met with in other Southern cities.

#### FUEL.

The favorable position occupied by Portsmouth renders her an important depot and distributing point for the various products—vegetable and mineral—embraced by the above heading. She is within easy reach, by land and water, of the Dismal Swamp, with its immense area of timber, and also of the great pine, oak, gum and poplar forests of Eastern Virginia and North Carolina, thus rendering fire-wood both plentiful and cheap. Direct railroad communication with the famous coal-fields of Western Virginia and the adjoining States insures to us an abundant and cheap supply of soft or bituminous coal, while the mines of Pennsylvania and Maryland furnish us with the excellent hard or anthracite coal for which they are celebrated. Some of our Coal and Wood Dealers also handle hay, oats and mill-feed, besides other commodities. These trades, separate and combined, are in the hands of experienced, enterprising



and reliable firms with plenty of capital to conduct and expand their business according to the opportunities legitimately offered.

#### BAKING AND CONFECTIONERY.

The wholesale and manufacturing Confectioners of Portsmouth have at all times done their full share towards building up and maintaining the City's trade with the outer world ; and it is gratifying to know that their efforts have been duly appreciated and rewarded by an increasing number of orders for their delicious products, which include candies, cakes, crackers and other articles calculated to tempt and delight the appetite. Our Confectioners are also large dealers in native fruits of all kinds—fresh, dried and crystalized—as well as in imported fruits and sweetmeats. Affiliated with this trade is the wholesale and retail dealing in toys of all descriptions, fire-works and other commodities which might be classified as Children's Holiday Goods. At certain seasons—Christmas, for example—the business done by these establishments is very heavy, and their employees are kept busy night and day, filling orders for city customers and dispatching cases of goods to the villages and hamlets for miles and scores of miles around.

#### GROCERIES.

There is no department of commercial enterprise conducted in this or any other City which affects so many individual interests, and consequently attracts such universal attention, as that now under review. It engages a large amount of capital and numbers every member of the community among its customers. In Portsmouth this trade may be quoted

as holding a most satisfactory position, being almost entirely in the hands of prudent experienced merchants, of sufficient financial strength to enable them to keep on hand extensive and varied stocks of goods, and to supply the retail dealers of the adjoining counties of this State and North Carolina with almost every commodity usually found in country stores. With all the sources of supply within such easy reach, fresh goods are always obtainable as soon as the need of them arises, thus giving to the consumers a great advantage, which our people duly appreciate. It may safely be stated that in no city in the United States can be found a more sound, solvent and successful body of business men than the Portsmouth grocers, in proportion to the population and the amount of capital involved.

#### DRUGS AND CHEMICALS.

Of the Portsmouth Drug Stores, some have built up a fair wholesale trade with the outlying counties along the lines of our railroads. The stocks kept by these establishments are large and varied, and include Paints, Oils, Perfumery, Spices, Patent Medicines, Fancy and Toilet Articles and numerous other goods not strictly akin to pharmacy, such as Tobacco, Cigars, Cigarettes, &c. Several of our Stores are also furnished with handsome Soda Fountains which in the Summer season are liberally patronized by the citizens and the travelling public. As a class, our druggists have earned a wide and honorable reputation through the excellence of the goods they supply, and the care and skill with which they compound prescriptions. Our principal wholesale drug trade is with Eastern Virginia, the Carolinas and Georgia, while most of the Southern States have been made more or less familiar with Portsmouth's enter-

prise in this line, especially in regard to certain "specialties" and "specifics" which they put up.

#### HARDWARE, STOVES AND MACHINE SUPPLIES.]

In every business centre, especially if it be an important sea-port, the trade in the numerous indispensable articles comprised by the above caption must necessarily hold prominent rank. In Portsmouth it is conducted by practical and energetic men who recognize the influence it wields not only upon the City itself but also upon the wide surrounding territory, with its various mechanical industries and general requirements. This port is naturally the central point of large railroad, steamboat, milling and other manufacturing interests, and controls an immense business in the department now under consideration. Mill and machinists' supplies of all descriptions are furnished from this point to the innumerable mills and factories in the neighborhood, as well as those of the adjoining States; while in the matter of Stoves, Ranges, Cutlery, Tin-ware, and the heavier commodities known as Railroad and Steamboat Supplies, our dealers have long since established themselves so firmly in the public confidence throughout this whole section that rivalry or competition from other points have gradually lost their terrors and are no longer regarded as very formidable.

#### MISCELLANEOUS TRADES.

In the preceding pages special attention has been directed, under distinctive headings, to each of the principal branches of trade which engage the mercantile classes of Portsmouth, and it must be admitted that not only does the summary make

a most creditable showing, but also that, with the many conspicuous advantages enjoyed by the community, the future is rich in promises of continually increasing prosperity—promises which will certainly be redeemed, provided the people remain faithful to themselves and to their traditions. But in addition to the more prominent subjects already reviewed there are others, too numerous for separate classification and yet too productive of good, in their combined influence upon the City's welfare, to justify their being passed by without mention. The windows and show cases of our Jewelers, China and Glass-ware Stores, Boot and Shoe Dealers, Milliners, Variety Stores, Gun and Locksmiths, and dealers in Hats and Caps, present a most attractive display of the various articles pertaining to their respective branches of trade; the markets are always well supplied with Butchers' Meat, Fish, Fruits, Vegetables and other articles of daily consumption, and in such quantities as to insure the consumer against high prices. Cigars of every quality are manufactured here and shipped hence to far countries, as are also wines and liquors. Mechanical establishments, including Printing Offices, Blacksmiths' Shops, Iron Works, Barbers' Shops, &c., are liberally and deservedly patronized not only by their city customers but also by their friends in the surrounding counties. The professional men, too, Lawyers, Doctors, Dentists and Architects—present an array of talent which any community might well be proud of, and exercise in a conspicuous degree, that influence for good which their superior attainments place at their command. In short for a city of its size and population there cannot be found one anywhere in which the people are more alive to their own



highest interests, and in which the necessities, comforts and luxuries of life, in all conceivable forms, are more easily obtainable than they are in Portsmouth, and no other city offers greater inducements to honest capital and honest labor.

### TABULATED STATISTICS.

The following table has been carefully prepared and is based upon the best available information. It does not pretend to be absolutely accurate, but a critical investigation will prove that the figures given below very closely approximate the simple facts, and may therefore be relied upon as a safe guide to Portsmouth's local commerce:

ARTICLE OR NATURE OF TRADE.	CAPITAL INVESTED.	AVERAGE ANNUAL SALES.
Bakeries.....	\$ 20,000	\$ 30,000
Books, Stationery and Pianos.....	20,000	50,000
Boots and Shoes.....	33,000	70,000
Bricks.....	10,000	40,000
Butchers' Meat.....	20,000	225,000
Carriages, Wagons and Harness.....	8,000	12,000
China, Glass, &c.....	7,500	20,000
Cigars, Tobacco, &c.....	10,000	60,000
Coal.....	40,000	75,000
Confectionery.....	8,000	40,000
Cotton.....	100,000	175,000
Doors, Sashes and Blinds.....	10,000	30,000
Drugs, Chemicals, &c.....	22,500	70,000
Dry Goods and Notions.....	75,000	250,000
Furnishing Goods and Hosiery.....	60,000	150,000
Fertilizers, Guano, &c.....	40,000	50,000
Fresh Fish. (exclusive of oysters).....	2,500	25,000
Furniture and Carpets.....	35,000	150,000
Groceries.....	100,000	1,250,000
Guns and Sporting Goods.....	3,500	7,000
Hardware and Machine Supplies.....	25,000	75,000
Hats and Caps.....	10,000	25,000
Hay, Grain and Feed.....	10,000	40,000
Ice.....	20,000	35,000
Jewelry, Watches, &c.....	10,000	20,000
Lime and Cement.....	6,000	10,000
Livery Stables.....	7,000	10,000
Forward.....	\$713,000	\$2,994,000

Forward.....	\$713,000	\$2,994,000
Lumber—rough.....	50,000	250,000
Lumber—dressed.....	25,000	100,000
Market Hucksters.....	3,000	150,000
Millinery, &c.....	5,000	20,000
Miscellaneous.....	40,000	150,000
Oysters.....	40,000	200,000
Peanuts.....	40,000	60,000
Printing—exclusive of newspapers.....	10,000	550,000
Staves and Shingles.....	50,000	85,000
Stoves and Tinware.....	12,500	85,000
Varieties.....	10,000	25,000
Wines and Liquors.....	200,000	800,000
Wood for Fuel.....	8,000	50,000
Total,	\$1,201,500	\$5,299,000

Several important branches of business, such as Banking, Insurance, Real Estate, Trucking, &c., are omitted from the above table for reasons which will be obvious to the reader. It will be noticed that in several instances the sales are much larger in proportion to the capital invested than tabulated statistics of such matters usually show. This is accounted for by the fact that Portsmouth's railroad and shipping facilities are so numerous and excellent that our experienced merchants, who understand the needs of the community, are not required to carry heavy stocks, as they can always replenish in a few hours.

### CONCLUSION.

With a few synoptical remarks, the narrative of Portsmouth's rise, progress and present condition may now be brought to a close. The sketch, as here presented to the reader, is but an outline-drawing at the best, and is frankly admitted to be totally devoid of literary merit. It is hoped, however, that it will be read with interest, not only by the dwellers upon the banks of our broad and beautiful Elizabeth River, but also by those distant friends and correspondents into whose hands it may fall; for its primary object is to inform

the outside world as to Portsmouth's great natural and acquired advantages—its fertile soil and salubrious climate, magnificent harbor and fine location—which, in times past, have made their influences felt in the commercial, industrial and social development of the City, and which promise to raise her in the future to an exalted position among the great sea-ports of the country.

The panorama, of which this is the concluding scene, has traced the growth of Portsmouth from the distant period—exactly three centuries ago—when Ralph Lane discovered a group of Indian wigwams nestling among the pine trees that fringed the harbor, and named the river after England's Virgin Queen, down to the time when the slowly increasing volume of immigration caused the establishment of a ferry for the accommodation of the hardy and adventurous pioneers; thence, down the avenue of time, to the later period when the Settlement had become a Village and the Village had grown into a Town; and thence again, by the same road, always widening, and marked along its whole length by ever-multiplying population and ever-increasing prosperity, past numerous milestones—some stained with the blood and smoke of battle, it is true, but all bearing testimony to the real worth of her sons and daughters—until the last one is reached, and Portsmouth in 1886—a flourishing, solvent and healthy City, if measured by its aggregate wealth and trade in proportion to its population—is revealed.

In spite of many drawbacks, including the desolation wrought by four years of civil war, Portsmouth has doubled its population since 1850. It has now—besides its public build-

ings, hotels, Masonic and Odd Fellows' Halls, and numerous other structures devoted to public or semi-public purposes—no less than fourteen churches, or nearly one church to every thousand inhabitants; namely, one Roman Catholic, two Protestant Episcopal, two Presbyterian, four Methodist and five Baptist.

The Portsmouth Board of Trade and Exchange, although comparatively young, has already done much good and faithful service to the commercial interests of the City. Its officers are among the most intelligent and aggressive of our merchants, and the organization promises to become an active and influential factor in Portsmouth's mercantile affairs. Its membership is large and comprises most of the prominent firms and business houses in the City.

The members of our Common Council have always been selected from among those who are especially distinguished for their enterprising and progressive qualities; hence it happens that their policy is encouraging and liberal towards all kinds of legitimate industries, and strong inducements are held out to invite the investment here of foreign capital.

Our suburbs are growing up rapidly, and the Southern Branch, upon which the City is situated, is rich in unexcelled sites, with deep water close at hand, for the erection and profitable operation of industrial establishments. Many of these have been taken up and so utilized within the past few years, and many more will doubtless follow ere long.

The surrounding country is rich and highly cultivated, as the enormous yields of "trucks" and later crops amply demonstrate. Beyond this, the land is well timbered and well watered,



and offers unlimited possibilities to the practical farmer, no matter where his experience has been acquired.

But the catalogue of Portsmouth's attractions might be extended to almost any length, and even then the half might well remain untold. It is hoped, however, that those already enumerated will prove sufficient to excite the interest and curiosity of the reader who has had no opportunity as yet of visiting our magnificent harbor or coming into personal contact with its happy and hospitable inhabitants. Should such a result be attained, this narrative will not have been written in vain; nor can it be more appropriately closed than with the repeated assurance that a hearty, old-fashioned Virginia welcome awaits all those who may be prompted to investigate its accuracy in person.



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